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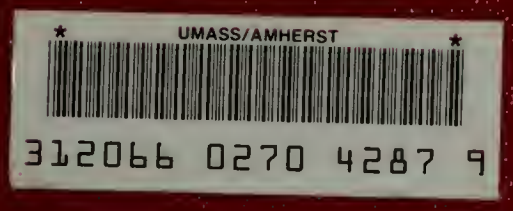

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A Central Artery Rail Link
An Historic Opportunity

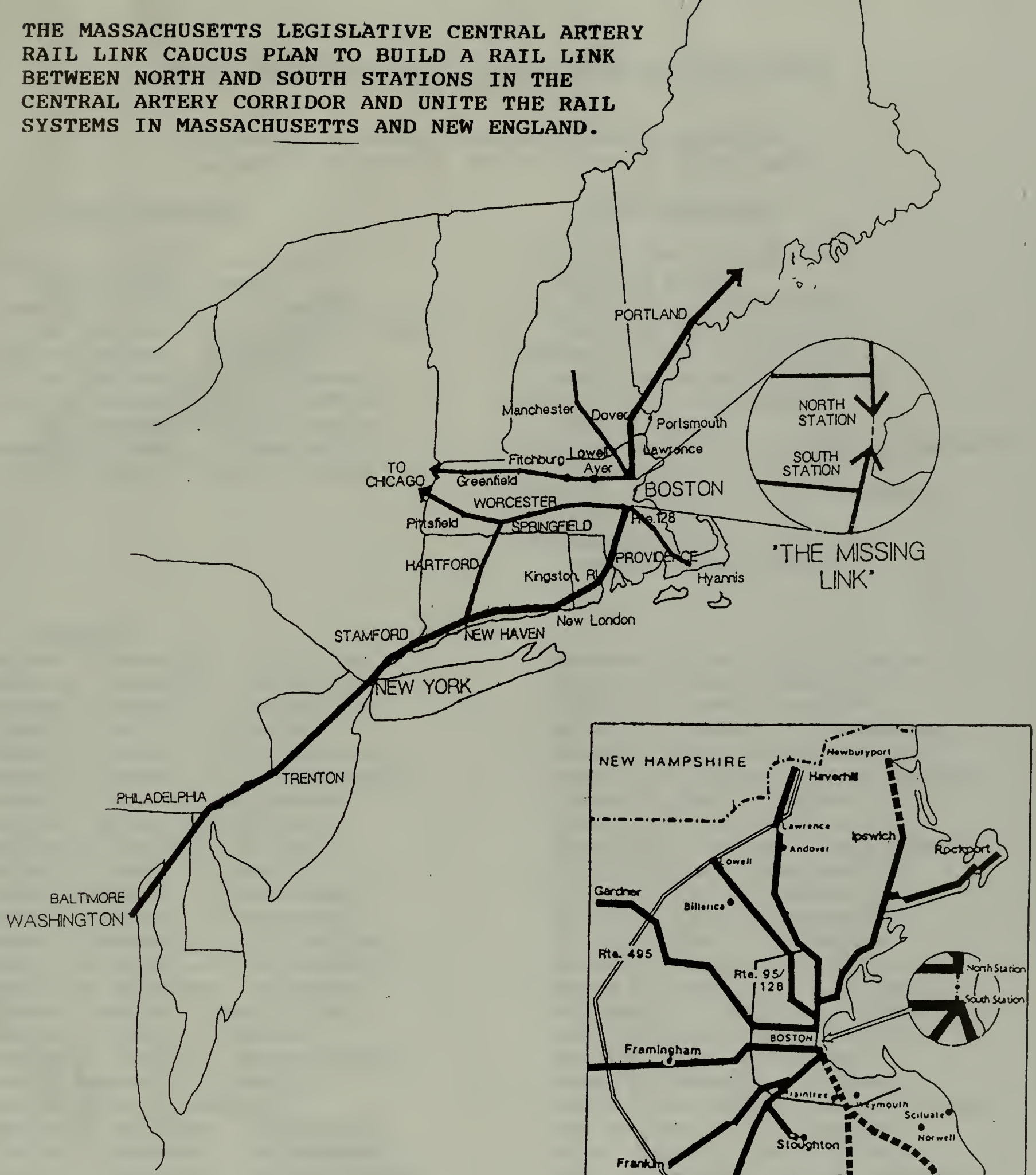
Massachusetts Legislative Central Artery Rail Link Caucus

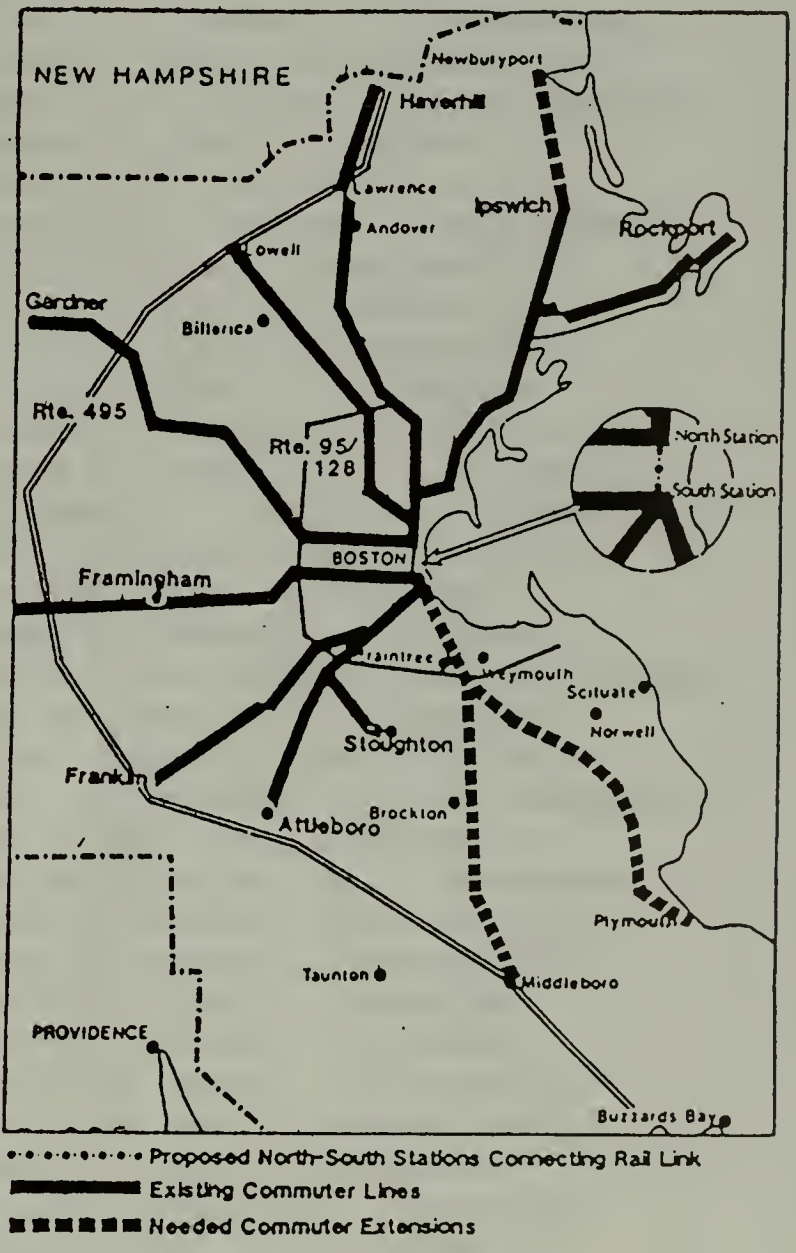
Representative John A. Businger, Chair (D-Brookline)
Representative Hasty Evans, Vice-Chair (R-Wayland)
Room 467
State House
Boston, Massachusetts 02133
617 722 2915

March 22, 1993

932/174

THE MASSACHUSETTS LEGISLATIVE CENTRAL ARTERY RAIL LINK CAUCUS PLAN TO BUILD A RAIL LINK BETWEEN NORTH AND SOUTH STATIONS IN THE CENTRAL ARTERY CORRIDOR AND UNITE THE RAIL SYSTEMS IN MASSACHUSETTS AND NEW ENGLAND.





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The Commonwealth of Massachusetts

HOUSE OF REPRESENTATIVES

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TEL. 722-2915

JOAN E. POLLARD
STAFF DIRECTOR

January 13, 1992

His Excellency William F. Weld
State House
Boston, MA 02133

Dear Governor Weld:

This document is a presentation of the Massachusetts Central Artery Rail Link Legislative Caucus. It describes why a Central Artery Rail Link (CARL) should be built now as part the depressed Central Artery Project and how this can be done.

The Central Artery Rail Link was first suggested in the 1972 Boston Transportation Planning Review (BTPR) which conceived the Central Artery/Tunnel Project (CA/T Project). The rail link was the principal transportation benefit of the original intermodal depressed Central Artery Plan. By interconnecting all of Boston's transit systems with the existing commuter and intercity rail networks north and south of Boston, CARL would make public transit access into the City much more attractive and convenient.

Building CARL now as part of CA/T Project will make the Project a vastly better national, regional and local transportation investment.

This link will transform the CA/T Project into a demonstration of new national intermodal transportation systems. Putting the North/South Station Rail Link back into the design will make the Project consistent with the new Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA).

Building CARL can be done at no greater Project cost and with no further delay in the Project's construction schedule than that caused by the redesign of "Scheme Z".

Building CARL under ISTEA offers opportunities to reduce project costs to offset the cost of the rail link. The rail link offers a major solution to significant environmental criticisms still troubling the Project's design approvals. It provides a way to incorporate into the Project public transportation improvements to which the Commonwealth is committed to offset Project-induced air-pollution. **In addition, by giving the central portion of the Project "interstate" rail status, this section could qualify to receive federal help instead of being built with only state funds.**

The Commonwealth is redesigning the River Crossing to replace the infamous "Scheme Z" interchange. The River Crossing redesign requires major revisions to be made to both the design and the scheduling of the depressed Central Artery. This provides and opportunity to build the rail link **now** as part of the depressed Artery construction without further delaying the Project's construction.

The Central Artery Rail Link will bring a major boost to the Massachusetts and New England economies by improving rail access between Massachusetts, New England and the rest of the country. It will help make the Commonwealth more competitive with Europe and the Far East in vying for traders in global technology markets. It will restore confidence, commitment, and compelling purpose to building the depressed Central Artery after "Scheme Z". Finally it presents the Weld Administration with an opportunity to demonstrate how a small modification to this important transportation investment can be of enormous economic, environmental and human benefit to the citizens of the Commonwealth and New England.

If Massachusetts is proud of having its capital city, Boston called "The HUB", how can it continue to allow Boston to be the location of the missing rail link between Washington D.C. and Portland, Maine? If Boston is to be the capital of the Atlantic Rim, how can it be the break in the Atlantic Rail System?

On behalf of the 115 members of the Massachusetts Legislative Central Artery Rail Link Caucus, We urge you to seize this opportunity and build the Central Artery Rail Link **now**.

Sincerely,

Representative John A. Businger
Chair

Representative Hasty Evans
Vice-Chair

The Massachusetts Legislative Central Artery Rail Link Caucus

Introduction

The Massachusetts Legislative Central Artery Rail Link Caucus proposes to integrate a rail link between North and South Stations into the depressed Central Artery corridor as part of the Central Artery Project. The benefits will be substantial both now and far into the future.

The Central Artery Rail Link (CARL) will:

1. *Provide the crucial missing link* to achieving improved rail service for the entire Northeast region.

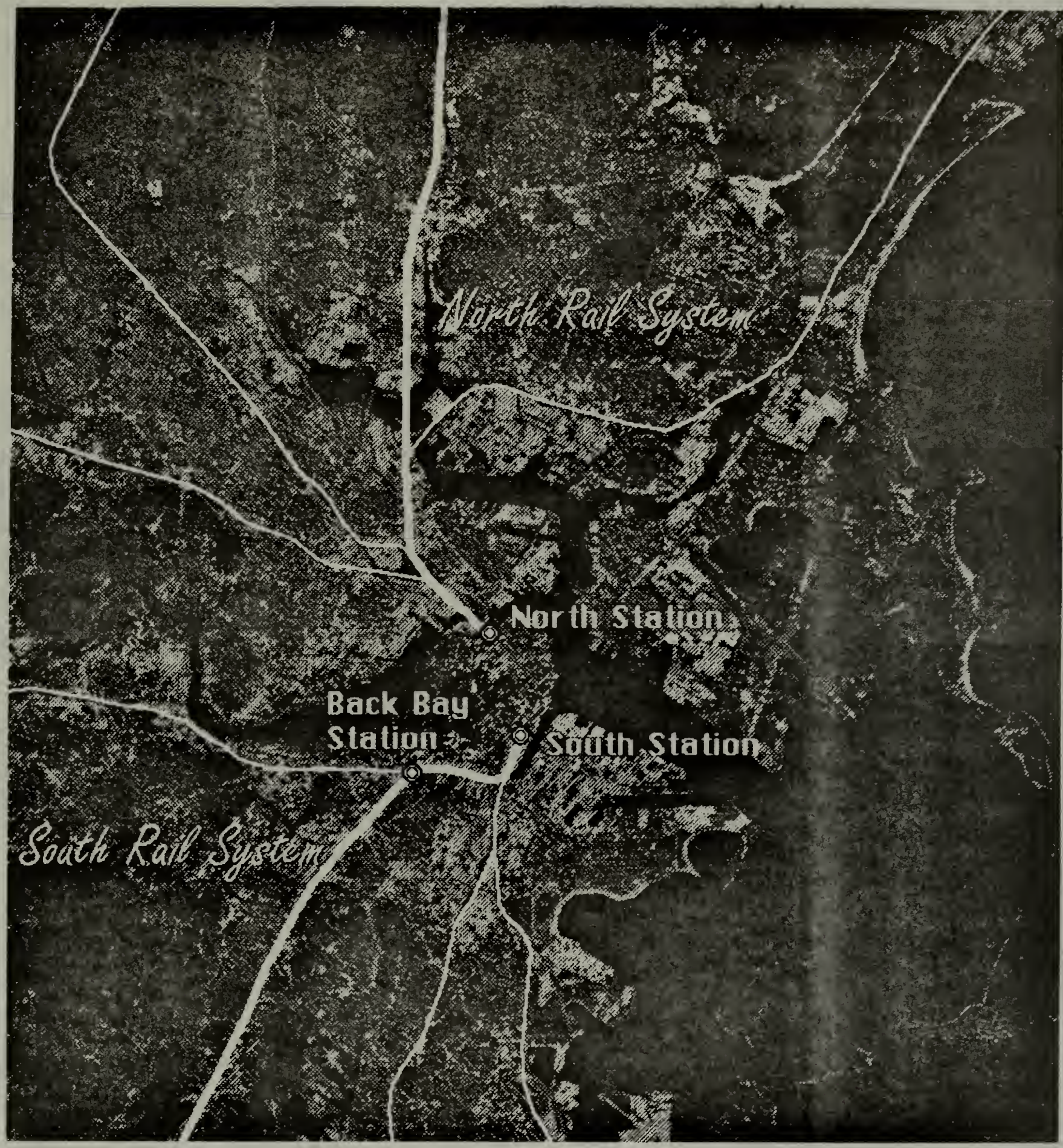
2. *Enhance the Project's financial strength* by qualifying the depressed Artery section for additional public transportation discretionary funding and by permitting design modifications made possible by the clean air initiatives of the new Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA).

3. *Speed Project implementation* by eliminating a range of legal and political obstacles, and by bringing the Project the broad support it deserves and needs.

4. *Demonstrate the Commonwealth's resolve to capture global markets in environmentally sensitive transportation systems,* thereby increasing the economic competitiveness of New England and the nation.

5. *Unlock hundreds of acres of blighted railyards near North and South Stations for more productive uses,* allowing the extension of the Charles River Esplanade to Boston Harbor and creating new opportunities for private investment.

These points are expanded, with illustrations, in the pages that follow.



Graphics by P. J. Bruckner Associates

Existing Condition of Commuter Rail Systems at Boston
(One mile gap between Northern Rail System and Southern Rail System)

The Central Artery Rail Link in the Depressed Artery Corridor

All construction is entirely within the Central Artery Right-of-way.

Economic Development

CARL will demonstrate the Commonwealth's resolve to capture global markets in environmentally sensitive transportation systems.

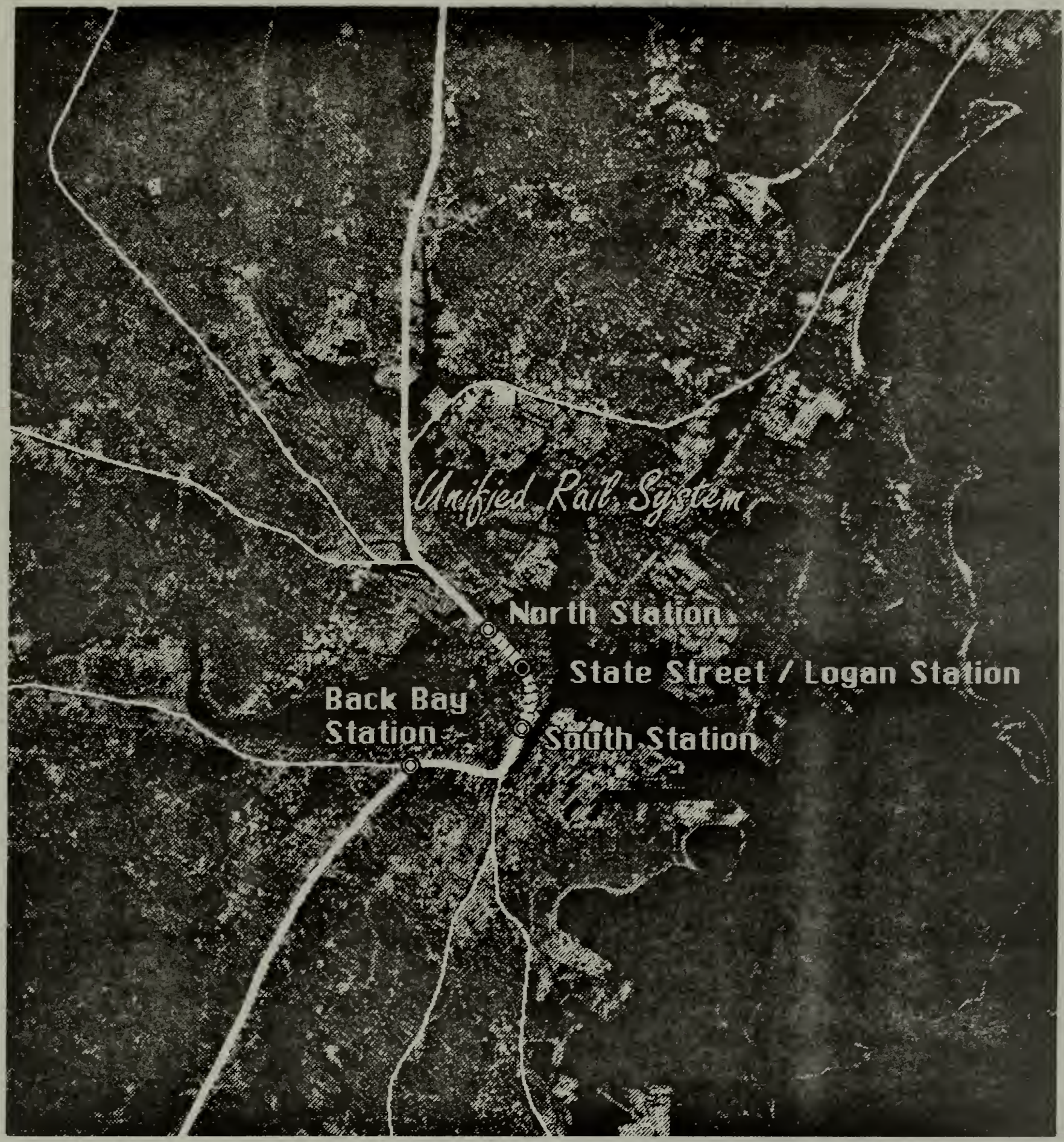
Massachusetts' position as a center for academic, scientific, and entrepreneurial leadership makes it a national resource in the battle to strengthen America's global competitiveness. New rail transportation systems developed in Europe and Japan are now being marketed worldwide. New England's Northeast Corridor is at the center of our nation's plans to compete in these markets. Plans to build the nation's first high speed rail system are focused here. *CARL will demonstrate the appropriateness of the Commonwealth's bid to achieve a leadership role in transportation systems technology. Such a role is highly compatible with the region's pre-eminence in scientific and technological research. Transportation expertise can become a major new industry for New England with markets expanding rapidly on both national and international levels.*

This new industry has deep roots in Massachusetts. Twenty years ago, the landuse and economic policies of Boston's intermodal master plan led the nation in transportation policy planning. Decisions made then under the stewardship of Governor Francis Sargent directly influenced today's ISTEA. The 1972 comprehensive master plan, which surveyed existing and potential parking facilities and street capacity in downtown Boston, concluded that:

"Building additional highway capacity to serve access requirements to the regional core at peak hours by private automobile is not the most appropriate means available. The work travel access requirements of the core should be provided through an expanded public transportation system. Access to the regional core by automobile should be discouraged."

This master plan produced twenty years of nearly conflict-free transportation construction in the Boston region. Although there has been no comprehensive update of the plan, socio-economic conditions have not justified any major departure from its original recommendations. The core intensive development suggested in that master plan was designed to keep new growth industries from moving away from Boston. So far this has worked. Boston retains a strong business base. *The transportation objectives of ISTEA complement core intensive public transportation.*

CARL offers us an opportunity to simultaneously create jobs and improve environmental quality, to move from short-term to long-term solutions and from local to global strategies. This is an opportunity to reap the benefits of a national policy which, for the first time, promotes business development and better standards of living with minimal environmental degradation.



Graphics by P. J. Bruckner Associates

Proposed Unified Intermodal System with Rail Link in Artery Corridor

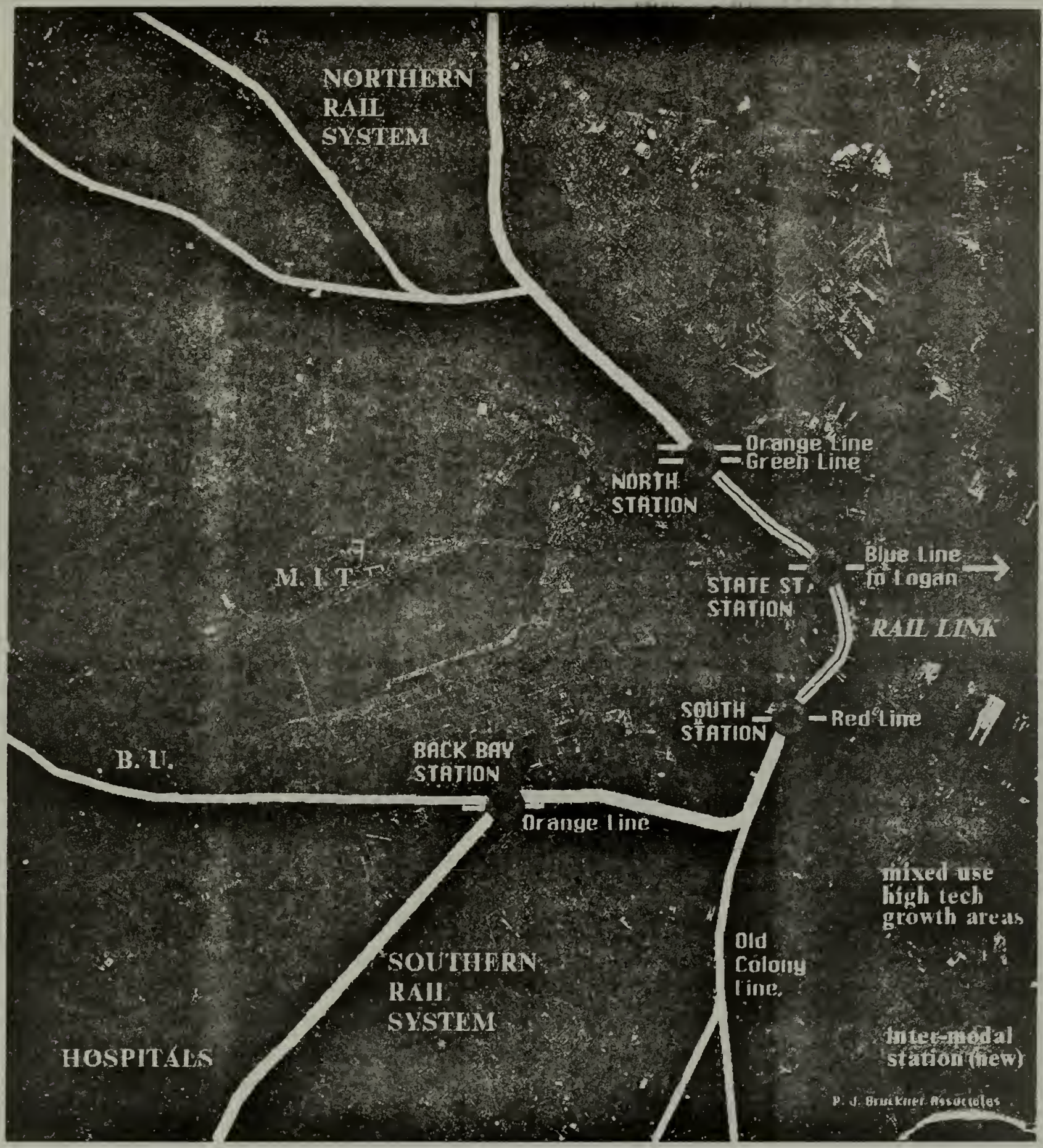
Transportation Benefits

CARL will provide the crucial missing rail link, to unite the transportation systems in Massachusetts and New England.

Extensive existing rail networks spreading North and South of Boston are broken by a one-mile gap. North and South Stations were built by separate entrepreneurs who developed rail systems to serve Boston from different directions. Connecting them to permit through service was first proposed in 1912. A rail link was included as part of the depressed artery corridor in Boston's 1972 transportation master plan, and major European cities - Paris, London, Berlin, Hamburg, Munich and Zurich - have already successfully interconnected stations like these. Two stations in Philadelphia were recently linked, causing a dramatic increase in rail ridership.

The two-track Central Artery Rail Link would have underground platforms at North Station and South Station serving both AMTRAK and commuter rail services. A new intermodal station at State Street would connect the rail system via an improved existing subway to Logan Airport. Rail commuters would benefit from unifying the commuter service into a single system with increased regional and downtown access which would reinforce existing public transit systems and foster future transit improvement opportunities.

CARL will enlarge the benefit of other investments being made in the Northeast Corridor. Design work to improve the rail corridor between New York and Boston is currently underway, and $443.7 million has been committed to extend electrification from New Haven to Boston. $30 million of Federal capital ISTEA funds have been allocated to reinstate rail service from Portland to North Station. The Central Artery Rail Link would, for the first time, link the entire eastern seaboard with fast single-seat service on the AMTRAK system.



The Central Artery Rail Link will intersect all existing transit lines.

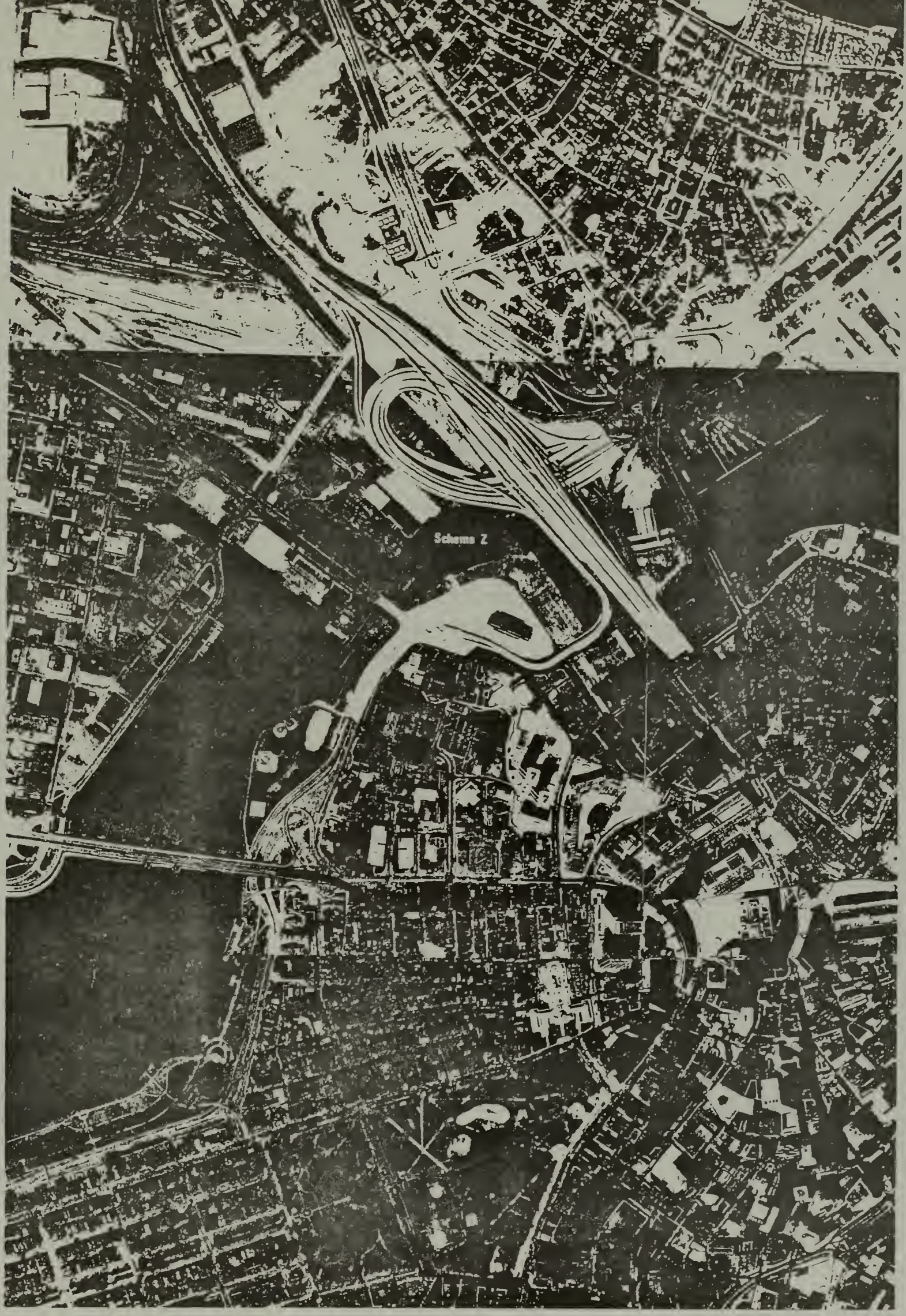
Financial Benefits

CARL will enhance Project financing.

The new Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) provides a mechanism to correct the problems created by earlier single-mode highway funding programs. It revolutionizes the criteria for funding transportation projects by recognizing, for the first time, clean-air criteria through the reduction of congestion. The Act specifically allows the transfer of funds between modes of travel for the purpose of reducing automobile congestion and pollution. *By providing a credible public transportation component for many thousands of commuters, the rail link would reduce automobile congestion and allow the project to receive special initiative funding under ISTEA.* CARL will provide intra-urban and inter-city public Transportation in the Central Artery corridor which dramatically expands its transportation benefit.

The Central Artery/ Tunnel Project was designed based upon earlier criteria, used during the seventies and eighties, which had been developed for rural sites. The greater the highway capacity that could be justified, the more funds were available. It was common practice for state and federal planners to up automobile-demand figures to justify the allocation of more highway resources. In the case of the depressed Central Artery, additional highway lanes were used to underwrite the high costs of a complex urban setting. Adding rail *now* makes economic sense because, in an intermodal system, the added costs of the rail link can be substantially offset by savings in other areas.

Restoring balance to the Project through enlightened intermodal planning will increase carrying capacity, reduce auto congestion and pollution impacts, extend useful life, limit the need for new parking, and make the Project stronger.



Photomontage showing the proposed "Scheme Z" interchange superimposed on the railyards which lie between Cambridge (at left) and Charlestown (upper right). Public reaction to the impact of this interchange on the Charles River has led to a protracted redesign.

(Courtesy Peter Roudebush & Associates and Brad Bellows, Architects)

Land-use Benefits

CARL will unlock blighted waterfront railyards for more productive use, and allow the extension of the Charles River Basin to Boston Harbor.

The National Technology Initiative envisions Massachusetts as a national center for research fashioned after Japanese and European models, where interdisciplinary interaction has led to new discoveries. The success of these initiatives will enhance new business and residential growth in close proximity to Boston's core, allowing people to live and work within easy walking distance of its business and academic institutions.

For over a century, hundreds of acres adjacent to North and South Stations have been blighted by a tangle of sprawling rail yards. *A North-South rail link would in a single stroke render most of these end-of-the-line facilities obsolete and allow the relocation of others to less central sites.* With proper planning, the economic and civic potential of these valuable districts would be unlocked for the first time in generations.

Near North Station, more than 400 acres of underutilized land immediately adjacent to the Charles River, M.I.T., Kendall Square and Massachusetts General Hospital could be recovered with a development potential estimated at $4-5 billion. *This area, much of which is owned by the Commonwealth, holds enormous potential for mixed-use public / private development over the next three decades, and provides an opportunity to finally extend the Charles River Basin to Boston Harbor.*

Photomontage showing the land-use opportunity which a Central Artery Rail Link would create. Connecting North and South stations would make most of the existing end-of-line rail facilities unnecessary, and permit the recovery of more than 400 acres for more productive purposes stimulated by a reclaimed river basin and view of downtown. The conceptual plan presented here is a literal transposition of Boston's thriving Back Bay district (lower left), itself built upon a former industrial wasteland in the 19th century.

(Courtesy of Peter Roudebush & Associates and Brad Bellows, Architects and Urban Designers)

Time Benefits

CARL can speed Project implementation.

The environmental impacts of the Central Artery Project have not yet been resolved. The non-intermodal depressed Central Artery plan pushes air-pollution levels beyond acceptable limits and exacerbates the devastation of the Charles River Basin. All this has caused the filing of major environmental lawsuits. *ISTEA reinforces the air-quality arguments which threaten to impede implementation of the Project.*

A Central Artery Rail Link provides the means to swiftly adjust the Project to meet such Clean-Air Act requirements. Consistent with national ISTEA policy, the rail link would help in three major ways:

1. Reversing the growth in automobile passenger vehicle miles, which causes smog.
2. Reducing ozone damage.
3. Reducing automobile emissions which increase the life-threatening incidence of heart disease and cancer.

Scheme Z modifications already involve over half the Artery corridor. Integrating the rail link into the Project now offers an opportunity to resolve these issues constructively through an intermodal solution. *With CARL the Project will benefit Boston, the Commonwealth, the New England Region, and the nation, and find the broad public support an investment of this magnitude both deserves and needs over its decade-long period of implementation.*

Summary

The Commonwealth of Massachusetts has an historic opportunity to build the Central Artery Rail Link. This opportunity to promote regional and national long term economic growth and extend an historic riverfront should not be missed. The Central Artery Rail Link can fit and be redesigned into the project quickly if the will is there to do so. *Building the Central Artery Rail Link as a separate project later, will only increase its cost and significantly undermine its political and economic benefit.* Constructing the rail link later will make it necessary to build again near the Artery corridor at North and South Stations.

The Artery Project is being designed with sophisticated computer programs which make adjustments to drawings easier than they have ever been. Designers are actively working on the right-of way; all possible profiles, curves and engineering conditions are currently well understood. *Incorporating the Rail Link can be done while River Crossing improvements to replace "Scheme Z" are being designed. For these reasons, along with the stated goals of improving the long-term economic growth of New England, and the nation, this is the time for an active leadership role. The results of such leadership will benefit both the region and the nation and will bring deserved credit to those who see the future clearly.*

Massachusetts Legislative Central Artery Rail Link Caucus'

Action Recommendations:

1. Governor Weld, the Commonwealth's Chief Executive, should endorse the integration of the North Station / South Station Rail Link into the Central Artery corridor, now. Governor Weld should actively coordinate Massachusetts' transportation planning with the initiatives and enormous opportunities provided by the new ISTEA legislation, making the Central Artery Project a national model of enlightened intermodal transportation planning.

2. Transportation Secretary Kerasiotes should direct the EOTC to design the Central Artery Rail Link into the CA/T Project beginning immediately. This work can be done concurrently with the redesign of Scheme Z / Charles River Crossing, ensuring that the Project is not delayed.

United States Senate
WASHINGTON, DC 20510-1902

March 15, 1993

The Honorable Frank Lautenberg
Chairman
Appropriations Subcommittee on
Transportation and Related Agencies
SD-156
Washington, D.C. 20510-6037

Dear Mr. Chairman:

We are very pleased to see that President Clinton's economic stimulus package includes $108 million for the National Railroad Passenger Corporation. We believe Amtrak should be a top priority in the Administration's investment in America's transportation infrastructure, and we will work to ensure that this level of funding is retained in the supplemental.

Although Amtrak's capital and operating needs are many, a critical timing factor compels us to request that $4 million of this supplemental appropriation be spent on preliminary design and engineering of the rail link between North Station and South Station in Boston, Massachusetts.

Connecting the two stations by rail has been discussed for nearly 100 years. As you know, the rail link concept was actively considered by Greater Boston transportation planners in the 1960's and 1970's, but was dropped from the Central Artery/ Third Harbor Tunnel project due to concerns about the geometric feasibility given the Federal Highway Administration's requirements for highway capacity.

A provision in the Intermodal Surface Transportation Efficiency Act (ISTEA) directed the Federal Transit Administration to conduct a feasibility study on connecting North and South Stations. This study, to be completed by August, 1993, is looking at the various alignments, ridership potential, cost-benefits and preliminary engineering.

The timing issue is this: Several critical transportation projects are proceeding simultaneously, including the Central Artery Project, the Northeast Corridor Improvement Program for high-speed rail connection between Boston and New York, and the South Boston Piers Transitway/Light Rail project.

132/175

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However, inclusion of the rail link in the Central Artery alignment is the route now favored by the State of Massachusetts. Due to a desire to keep the Artery project on schedule, the Massachusetts Executive Office of Transportation and Construction (EOTC) has undertaken an independent study of the Central Artery alignment, similar to that being conducted by FTA. Both EOTC and FTA have agreed to pool their resources to determine the feasibility of constructing the rail link in this alignment. This engineering feasibility study was completed last month. The second phase of the study, which will examine the most cost effective manner to construct the rail link without causing a delay in the completion of the Artery project, is expected to be completed this month.

In the event that pursuing both projects in the same alignment and at the same time proves to be the best alternative, Massachusetts Governor William Weld has included $500 million in Massachusetts' long-range capital budget for the State's share of the project cost. This connection, which would allow the Northeast Corridor to continue uninterrupted from South Station to Portland, Maine, would of course be pursued separate from the Federal Highway Administration's Central Artery project and would involve no FHWA funds nor decrease highway capacity. But the opportunity to achieve significant cost savings and cause minimal disruption to Boston cannot be passed up.

If this alignment is to be pursued, timing will play a critical role. Should the Artery route be considered the best alternative, preliminary engineering and design must begin immediately in order to avoid any unnecessary delays in construction of the Artery. Amtrak has advised us that it would take 3-6 months and cost an estimated $4 million to proceed with this next step. Should the analysis favor inclusion of the rail link in the Artery, we would like to see Amtrak begin work as soon as the FTA interim report and Massachusetts final report are issued. According to Amtrak's estimated time frame, this would allow design to be completed before bids are to go out on the relevant sections of the Artery project, and in time for completion and consideration of the FTA's report on ridership, cost-benefit and alternative alignments.

We are requesting that $4 million of the funds included for Amtrak in the supplemental be directed to this project. This connection is an outstanding example of long-term investment in rail infrastructure, and is vitally important to Northern New England. The economic potential of this for business, industry and the affected communities is enormous. The environmental benefits to be realized in reduced congestion, improved land use and reduced carbon fuel consumption have yet to be calculated but promise to be very substantial. We think a rail link between North and South Stations is a very significant rail project to be pursued and we hope you will aid us in this effort.

With best wishes,

Sincerely,

John F. Kerry

Edward M. Kennedy

George J. Mitchell

United States Senate
WASHINGTON, DC 20510-1902

February 22, 1993

The Honorable John A. Businger
The Commonwealth of Massachusetts
House of Representatives
Room 467, State House
Boston, MA 02133

Dear Representative Businger:

Thank you for your letter relaying the Massachusetts Legislative Central Artery Rail Link Caucus' support for inclusion of a rail link between North and South Stations in the Central Artery/Third Harbor Tunnel Project. I am aware of the Caucus' efforts and I am very pleased that it is committed to linking together the two rail systems coming in from the north and south of Boston. I commend you for your efforts in organizing this caucus, and I agree that linking the two stations would greatly benefit to the New England region and the entire eastern seaboard.

I have worked diligently to restore passenger service to the Boston-to-Maine Corridor, and in that process, have stressed the importance of a connection between North and South Stations. I authored the provision in the Intermodal Surface Transportation Efficiency Act (ISTEA) requiring the Federal Transit Administration (FTA) to conduct an independent feasibility study of the possible alignments, cost and ridership potential of a rail link.

Until the FTA study is complete I will not advocate nor eliminate from consideration any of the proposed alignments. I have been advised of the potential benefits and problems of including the link in the Central Artery project, as well as the proposed Congress Street alignment. I believe the FTA study will address these issues and I look forward to its completion.

Again, thank you for bringing the Central Artery Rail Link Project (CARL) to my attention. After careful evaluation of the results of the FTA study, I look forward to beginning the process of making the rail link a reality. I look forward to working with you, the Massachusetts Congressional Delegation, and all other interested parties in this effort. I hope you will

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continue to keep me informed of action's taken by the Massachusetts State Legislature.

With best wishes,

Sincerely,

George Mitchell

George J. Mitchell

Boston Sunday Globe

SUNDAY, FEBRUARY 21, 1993

Transportation policy rerouted under Clinton

WASHINGTON POST

WASHINGTON – Transportation policy in the Bush administration had at least two principal themes: encourage the building of new big-city airports and cut funding for passenger trains. Under President Clinton, those themes have been reversed.

Transportation Secretary Federico Pena, who gained his transportation experience by championing a controversial new airport for Denver when he was mayor there, said in an interview last week that, while he does not oppose new airports, he thinks the era of new big-city airports is probably over because there is not enough space and local opposition is always strong. It is time to start thinking about high-speed rail and other alternatives to moving people between cities, he said.

Pena essentially raised the possibility that the airport now being built on 50 square miles of high plains east of Denver may be the last for many years.

The only specific programs to emerge from Pena's department so far were contained in this week's budget documents, and amounted to pouring more money into current programs – highways, transit, Amtrak and airport improvement.

But it is clear his ideas are taking shape. Some are in line with campaign statements by Clinton and Vice President Al Gore and would carry the Clinton administration down a different road than that of its Republican predecessors.

"Do you always have to build a new runway to move people between city X and city Y? Can you use high-speed rail?" Pena asked.

He maintained that government can facilitate that process by forming a "partnership" with the private sector to build high-speed rail systems, essentially using federal funds to leverage private money.

Four-year budget projections released Wednesday contemplate $646 million in federal funds for high-speed rail or magnetic-levitation systems over five years, in addition to $725 million already authorized. The projections also contained an additional $118 million for Amtrak.

"Generally speaking ... most studies indicate that rail requires some kind of government involvement," he said. "My answer to that is, if it's a matter of public policy that we want to ensure that people can move efficiently, then there is a role for it. We do it today. We do it with Amtrak."

DICK SWETT
2ND DISTRICT
NEW HAMPSHIRE

PUBLIC WORKS AND
TRANSPORTATION COMMITTEE
SUBCOMMITTEE ON SURFACE TRANSPORTATION
SUBCOMMITTEE ON AVIATION
SUBCOMMITTEE ON ECONOMIC DEVELOPMENT

SCIENCE, SPACE AND TECHNOLOGY
COMMITTEE
SUBCOMMITTEE ON ENVIRONMENT
SUBCOMMITTEE ON TECHNOLOGY AND
COMPETITIVENESS

SELECT COMMITTEE ON AGING

Congress of the United States

House of Representatives

Washington, DC 20515-2902

February 10, 1993

Representative John Businger
Chair, Massachusetts Legislative Central Artery Rail Link Caucus
State House
Boston, Massachusetts 02133

Dear Representative Businger,

Thank you for your letter of January 27th. I was very glad to hear from you.

I have long supported the idea of incorporating a South Station/North Station rail link into the Central Artery Project. Such a link is completely in concert with the spirit of the ISTEA legislation that I helped formulate in 1991 and would, moreover, be a real addition to the economy and quality of life for New England.

Please accept my best wishes for success in the important task you have set for yourselves. I would very much appreciate being kept informed of the progress of your efforts.

With warmest regards,

Dick Swett
Member of Congress

WASHINGTON OFFICE:
128 Cannon Building
Washington, DC 20515-2902
(202) 225-5206

CONCORD DISTRICT OFFICE:
18 North Main Street
Concord, NH 03301
(603) 224-6621

NASHUA DISTRICT OFFICE:
5 Coliseum Avenue
Nashua, NH 03063
(603) 880-6142

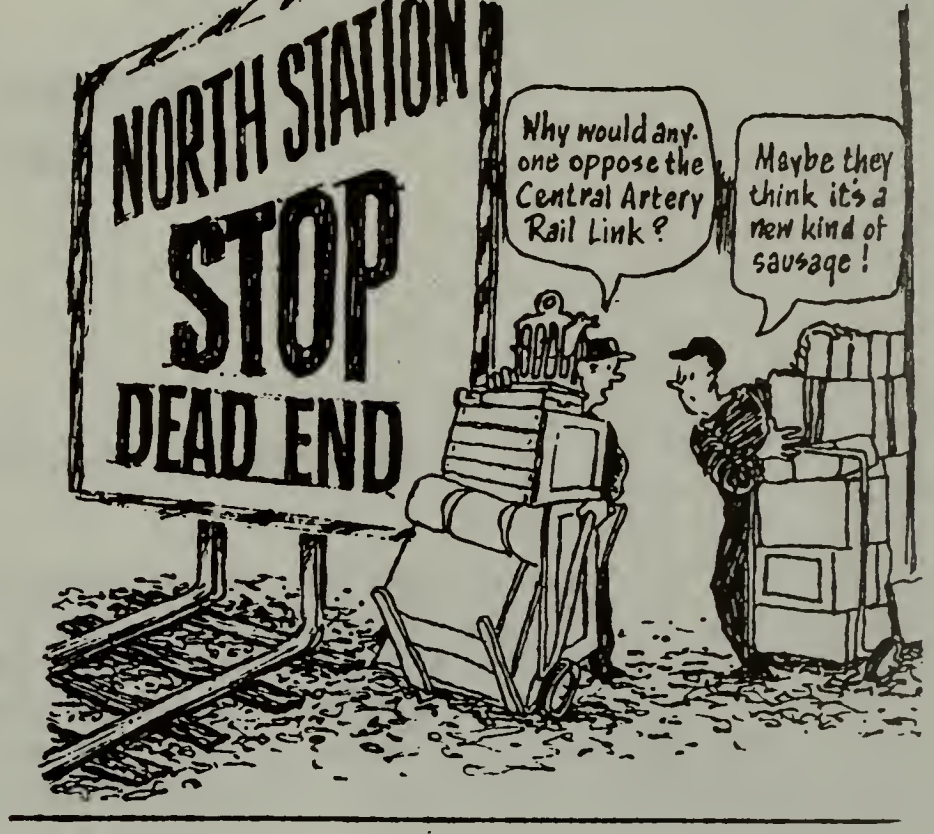
LITTLETON DISTRICT OFFICE:
127 Main Street
Littleton, NH 03561
(603) 444-1321

... e/nd paper

THE BROOKLINE TAB

FEB. 16, 1993

The missing rail link


NORTH STATION
STOP
DEAD END
Why would anyone oppose the Central Artery Rail Link?
Maybe they think it's a new kind of sausage!

In 1972 the administration of then-Gov. Francis Sargent concluded in a master plan on transportation in Greater Boston that "building additional highway capacity to serve access requirements to the regional core at peak hours by private automobile is not the most appropriate means available." Rather, the master plan concluded, workers' access to the core should be provided "through an expanded public transportation system" and access by automobile "should be discouraged."

So here we are 20 years later, and Greater Boston is on the verge of the Big Dig — one of the largest automobile-related infrastructure improvements ever undertaken in the history of this commonwealth. The advice of 20 years ago has been largely ignored.

The reason why it was ignored has largely to do with Dukakis administration transportation chief Fred Salvucci. He saw himself as on a mission from God to link the depression of the Central Artery with the digging of the third harbor tunnel, and he managed to successfully squash an initiative to link the Central Artery project with improved rail service. As a result, public transportation needs have been sacrificed in the interest of putting more cars on roadways that are already congested and will continue to be congested no matter how many extra travel lanes are added to the Central Artery.

Until now, that is.

State Reps. John Businger (D-Brookline) and Hasty Evans (R-Wayland) are proposing to introduce a bill that, if passed, would add a new dimension to public transportation in Greater Boston.

Specifically, the bill mandates that rail lines be sunk alongside the depressed artery. The depressed rail lines would in effect correct a mistake that has been allowed to exist for decades and would catapult Boston into the 21st century in terms of rail transit.

Few around Boston realize that the rail line that begins in Washington, D.C., comes to an abrupt end at South Station and that the line that begins in Portland, Maine, comes to an abrupt end at North Station. The Eastern Seaboard lacks a contiguous rail system for want of about a mile of track that does not run between North and South stations. Passengers — and untold amounts of cargo — cannot get from Point A to Point B because the track to link them does not exist.

The measure proposed by Businger and Evans — called the Central Artery Rail Link or CARL — would remedy this decades-old problem and provide a sensible and environmentally sound alternative to choked highways and endless traffic jams.

Gov. Weld has indicated an initial interest in the plan, and a number of legislators have also indicated they support it. We urge speedy passage of CARL and look forward to sensible transportation around this town for a change.

CITY OF BOSTON
IN CITY COUNCIL

RESOLUTION OF COUNCILLOR TRAVAGLINI

WHEREAS: undue reliance upon particular modes of passenger transportation and the neglect of others leads to inefficiencies, delays and wasteful allocation of resources, and an efficient transportation system is ultimately important to the future economic vitality and stability of the City, the Commonwealth and the Northeast Region as a whole; and

WHEREAS: the lack of a direct passenger connection between North and South Stations in Boston impedes the use of passenger rail services in the Northeast; and

WHEREAS: such impedance may result in decreased use of passenger rail services, contributing to local and regional motor vehicle traffic congestion, air pollution, wasteful expenditures, and growth control; Now Therefore Be It

RESOLVED: that the Boston City Council supports the efforts of the Massachusetts Legislative Central Artery Rail Link Caucus to obtain a direct passenger rail connection between North and South Stations sufficient to provide through passenger-rail service between the Boston rail hub and points north and south along the Northeast Corridor; and Be It Further

RESOLVED: that the City Clerk be authorized and directed to send a copy of this resolution to the Governor of the Commonwealth, the Governors of the States of Maine, New Hampshire, Rhode Island, Connecticut, Vermont, and New York, and to the U.S. Senators and Representatives of each of these states, as well as the Transportation Directors of each of these states.

In City Council ADOPTED

FEB 10 '93

CITY CLERK

Working Group on Infrastructure
1875 Connecticut Ave., N.W.
Suite 1016
Washington, D.C. 20009
(202) 387-3500

February 2, 1993

Honorable William J. Clinton
President of the United States
1600 Pennsylvania Ave., N.W.
Washington, D.C. 20500

Dear Mr. President:

On behalf of the Working Group on Infrastructure – a broad coalition of environmental, transportation, planning and other organizations, I am transmitting the attached proposal for a pro-jobs, pro-environment infrastructure spending plan. As you deliberate on the best means to provide economic stimulus to the economy, we hope you will use this opportunity to show that creating jobs and protecting the environment can be accomplished at the same time.

Our plan also promotes a fundamentally new principle in public works spending: performance. Our proposal would, for the first time, link public spending to specific performance objectives. States and localities would be given wide flexibility to attain these national goals, but their funding would depend, in part, on their progress toward those goals. Whether investments are made in transportation or wastewater treatment, the Working Group believes that the best antidote to "pork barrel" spending is to tie state and local funding to the achievement of articulated national goals, such as energy efficiency, clean air, and water conservation.

We stand ready to work with you in promoting progressive proposals for infrastructure spending and hope you will find these recommendations useful.

Sincerely,

William J. Roberts
Legislative Director
Environmental Defense Fund

cc: Members, United States House of Representatives
Members, United States Senate

Working Group on Infrastructure: Proposal for Jobs, the Environment and Performance

Prepared by

Alliance to End Childhood Lead Poisoning
American Institute of Architects
American Oceans Campaign
American Planning Association
Bicycle Federation of America
Campaign for New Transportation Priorities
Chesapeake Bay Foundation
Energy Conservation Coalition
Environment and Energy Study Institute
Environmental Defense Fund
Friends of the Earth
Metropolitan Transportation Commission, San Francisco, CA
National Association of Rail Passengers
National Audubon Society
National Association of Regional Councils
National Rural Community Assistance Program
Natural Resources Defense Council
National Growth Management Leadership Project
Rails to Trails Conservancy
Union of Concerned Scientists
U.S. Public Interest Research Group

Working Group on Infrastructure

An Infrastructure Proposal for Jobs, the Environment and Performance

presented to the Clinton-Gore Administration

February 3, 1993

b. Remove Provision that Could Cut Off Funding. ISTEA establishes a plan to identify and fund a National Highway System (NHS). Environmental groups and many other organizations have raised serious questions about the merits of this new system, but of more immediate concern is that ISTEA mandates that further funding for the NHS program, as well as the Interstate Maintenance Program, could potentially terminate if Congress fails to act on a proposed designation of highways for this new highway system by 1995. The Working Group proposes amending ISTEA to allow continued funding of all ISTEA programs, whether or not Congress acts by the 1995 deadline.

c. Ensure Air Quality, Enhancements, and Scenic Byways Investments. Although ISTEA authorizes spending for projects designed to improve air quality and projects under the enhancements and scenic byways programs, current provisions of ISTEA discourage state spending on those projects. We propose changes in ISTEA to require that all Congestion Mitigation and Air Quality funds and obligation authority be suballocated to nonattainment areas in a state based on population; that enhancements expenditures be mandated, and that scenic byways investments are exempt from the calculations of minimum allocation.

d. Oversight of States' VMT/Capita Statistics by the Bureau of Transportation Statistics. The new Bureau of Transportation Statistics, established under ISTEA, is authorized with a broad mandate to coordinate and compile statistics. Specifically, it is mandated to "ensure that data collected under this subsection [data collection] is controlled for accuracy and disseminated to the States and other interested parties." Furthermore, the Bureau has the authority to issue guidelines "to ensure that such information is accurate, reliable, relevant, and in a form that permits systematic analysis." As such, the Bureau should be directed to oversee and issue guidelines for the States' compilation of VMT/capita statistics to ensure accuracy and reliability.

5. Rail Investments

a. Northeast Corridor Improvements

(i) Amount: $1 billion.

(ii) Description:

Contracts have already been let to begin electrification of the Northeast Rail Corridor (Amtrak) from New Haven to Boston. These funds are needed to reduce travel times from Boston to New York from more than four hours to three hours or less. This is the most congested air and automobile traffic corridor, and is the most cost-effective incremental

investment for high-speed rail in the country.

Funding can be provided to Amtrak through the Federal Railroad Administration (FRA) at USDOT. Amtrak already has procedures to make sure incremental funding is expended efficiently within the corridor. In fact, Amtrak believes it could commit $115 beyond existing appropriations for infrastructure work in FY93.

b. High-Speed Rail Pilot Projects.

(i) Amount: $500 million.

(ii) Description:

ISTEA authorized $5 million per year for improvements to five potential high-speed rail corridors to be designated by the Secretary of Transportation. The five selected corridors were (1) Florida (Miami-Tampa-Orlando), (2) Eugene-Portland-Seattle-Vancouver, (3) Washington, D.C.-Raleigh, N.C., (4) Los Angeles-San Francisco, Sacramento, and (5) Northeastern Illinois Cluster -- improvements to Detroit, St. Louis and Milwaukee from Chicago. This proposal would substantially expand funding for these selected corridors and for New York's Empire Corridor (New York-Albany-Buffalo-Niagara Falls), which also received $1 million from DOT in October.

(iii) Discussion:

There appears to be a consensus that incremental improvements to the existing Amtrak network to allow operation of high-technology trains (i.e., tilt-trains and/or low-center-of gravity) is the most efficient use of high speed rail funds. This view is shared by the Transportation Research Board's (TRB's) High-Speed Rail Committee, the N.E. High-Speed Rail Task Force of the Coalition of Northeast Governors, the National Association of Railroad Passengers and environmental groups. The idea is to substantially increase operating speeds (now generally below 80 mph) in corridors of 150-600 miles in length where air and car traffic is most congested.

Short term funding should be targeted to track straightening, better signalization, and elimination of grade crossings. Amtrak has a 20-year, $25 billion capital improvement program to develop high speed services on

the above-mentioned routes and the "Texas Triangle," and add other new routes.

c. **Amtrak Rehabilitation and Improvement; Intermodal Terminals**

(i) Amount: $100 million

(ii) Description:

In October, Amtrak furloughed 257 (one-quarter) of the workers at its only large heavy overhaul facility. Heavy overhauls have been seriously behind schedule for two years; if not corrected, this will result in a deterioration of service quality over the next few years. We recommend restoring production levels to at least pre-furlough levels.

Amtrak also needs funding for compliance with ADA and environmental laws and for additional rolling stock.

Major intermodal terminal investments are needed to follow up the eight planning grants DOT released in October and for work in other cities. The terminals will provide improved interconnections between Amtrak, intercity bus, airport limo, and local transit services. In some cases, rail terminals are proposed at airports.

d. Cross-Boston Rail Link

(i) Amount: $500 million

(ii) Description:

A consensus has emerged that a tunnel should be built to enable passenger trains to run directly between North and South stations to improve the region's commuter rail network and to enable Amtrak Northeast Corridor trains to serve Maine, New Hampshire, and northeastern Massachusetts. In compliance with ISTEA, FTA is currently studying possible rail alignments and their relationships with the multi billion dollar Central Artery highway project that also runs between North and South Stations and whose construction is expected to begin in 1993.

e. Expensing Rail Infrastructure Investments for Tax Purposes

(i) Amount: To be determined (tax expenditure)

(ii) Description:

A major incentive to accelerate rail transportation infrastructure and technology investment would be to allow railroads to treat infrastructure investments as a normal business expense, rather than using existing tax depreciation methods. Most infrastructure for highways, waterways and airways is paid for by public funds. Those expenditures are paid with fuel taxes and fees that are expensed as operating expenses. This proposal would create a more level playing field for rationally allocating resources among transportation infrastructure expenditures, would reduce the need for future direct public investment in additional highway capacity, and would at the onset of the program create new jobs.

CLF Conservation Law Foundation

February 9, 1993

Hon. William F. Weld
Governor's Office
State House
Room 360
Boston, MA 02133

Dear Governor Weld:

The undersigned groups and individuals support your statement of January 14th announcing your administration's intention to pursue the construction of an intercity/commuter rail link in the Artery Tunnel corridor. We urge you to implement your decision immediately.

We believe that the long-term future of the New England economy and environment depend in part on the implementation of this visionary project, and we offer our firm support for the construction of a two-track rail link between North and South Stations as part of the depressed Central Artery Project.

Discussions of whether and how to bridge this critical gap in the Northeastern rail corridor have been carried on for nearly a century. Yet today, the need for complete rail connections is more pressing than ever before. Overdependence on travel by air and highway have brought us to the edge of our limits to use these modes efficiently. If Massachusetts and New England are to compete internationally, and maintain the unique environmental heritage of which we are all stewards, environmentally sound transportation alternatives such as intercity rail must be sought and developed.

The Artery alignment, under study now by state and federal rail planners, would provide the most immediate solution to Boston's notorious north-south rail gap. Once this junction is complete, it should be possible to rehabilitate a strategic number of New England's vast network of idle, but intact, feeder lines to various parts of New England and to Canada. This could greatly enhance the region's role in the global economy and distinguish it from parts of the country with fewer rail development opportunities. Now is the time to act, and we believe strongly that future generations will note well the current generation's foresight in implementing this critical transportation project.

■ Headquarters: 62 Summer Street, Boston, Massachusetts 02110-1008 • (617) 350-0990 • FAX (617) 350-4030
☐ Maine Office: 60 Ocean Street, Rockland, Maine 04841-3632 • (207) 594-8107 • FAX (207) 594-9314
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Conservation Law Foundation

Jamie Batson, Exec. Dir.
Greater Dover, NH Chamber Com.

Wayne Davis, President
Train Riders Northeast

Susan Hamilton
Citizens Trans. Action Camp'n.

Laurie Martinelli, Dir. Pub. Pol.
Mass. Audubon Society

Karen Salvatore, Exec. Dir.
DOTWatch, Rhode Island

Brownie Carson, Exec. Dir.
Natural Resources Council of Me.

Alison Walsh
Save The Bay, Rhode Island

Donald Strait, Exec. Dir.
Ct. Fund for the Environment

Bill Taylor, Exec. Dir.
Earthworks Action of Mass.

Kathy Salisbury, President
Greater Portsmouth, NH Chamber of Commerce

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Massachusetts Public Interest Research Group

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Stephen J. Holmes, Policy Dir.
Vt. Natural Resources Council

Judy Shope
Environmental Lobby of Mass.

Tim Bowles, Chair
Sierra Club of Connecticut

Sally Zielinski, Exec. Dir.
Mass. Assoc. Conserv. Comm.

Randy Walsh
Clean Water Action of NH

D. Dickinson Henry, President
New Hampshire Audubon Society

Andrew Ruble, President
Boston Area Bicycle Coalition

Jennifer Shepherd, Co-Pres.
Environment Council of RI

Priscilla Chapman, Exec. Dir.
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Campaign for Sensible Transp.
(Me.)

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Chamber of Commerce of the Greater Portland (Maine) Region

Peggy McLaughlin
Maine/New Hampshire VOICE

Pat Andersen
MA Lung Association

Stephan Chait
Association for Public Transportation of Massachusetts

Tim Sink, President
Greater Concord, NH Chamber of Commerce

Andreas Aeppli, President
A & L Associates

Kirsten Dunton
Conn. PIRG

Nancy Reed, President
Advocates for a Strong Economy with Responsible Transportation

Debra McManus
Cambridge Citizens for Liveable Neighborhoods

cc: Lt. Gov. A. Paul Celluci
Mayor Raymond L. Flynn, Boston
Sen. Robert Havern, Mass.
Sen. Robert Durand, Mass.
Rep. Stephen Karol, Mass.
New England Governors
New England Transportation and Environmental Agencies
Paul Keogh, EPA Region I
John G. Bestgen, Federal Highway Adminstration Region I
New England Congressional Delegation
Senator Frank Lautenberg, NJ
Senator Daniel Patrick Moynahan, NY

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Weld gets behind rail-link plan between North, South stations

By LAURA BROWN

Gov. William F. Weld yesterday publicly backed a plan to build a rail link between North Station and South Station along the alignment for the Central Artery project, and said officials are studying whether the link is possible.

Longtime supporters of the rail link — who have been pushing the state for the past three years to include a rail corridor in the final design for the depressed Central Artery — hailed Weld's support as a major step forward.

State Rep. John A. Businger (D-Brookline), who has led a legislative delegation backing the Artery rail link, argued that the plan needs only "the political will to get it done."

"This is the last opportunity to do this and we can't let it pass us by," Businger said.

"The governor's calling Boston the Hub of the Atlantic rim," he added. "It's ridiculous for it to be a dead end."

> "The governor's calling Boston the Hub of the Atlantic rim. It's ridiculous for it to be a dead end."
>
> — John A. Businger

In remarks at South Station before a high-speed train demonstration run, Weld said he had personally experienced the frustration of the "missing link" in Boston's rail service when he traveled to school in Concord from his home in New York.

The governor recalled how he took the train to South Station, then had to take a cab to North Station and board another train to get to Concord.

"We've embarked on our own study and if that link can be incorporated in the Central Artery-Tunnel project, I think that would be the way to go to get it done as quickly as possible," Weld said.

Former State Transportation Secretary Frederick Salvucci argued there was no room for the rail link in the Central Artery alignment.

But Weld's transportation secretary, James J. Kerasiotes, yesterday said the state is studying the feasibility of the Central Artery alignment and two other routes with a $200,000 grant from the Federal Transit Administration, and expects to complete the study in April or May.

He said the Central Artery rail link alignment appeals to him and the governor, but that the study will determine whether that plan is possible to build.

A second major alternative would carry rail traffic between the two stations in a deep-bore tunnel under Congress Street.

Kerasiotes has said the state has earmarked $500 million in a state transportation capital plan for the project, but will be "looking for federal participation."

High-speed 'tilt train' promises smooth railin'

The Boston Globe

THE BOSTON GLOBE • FRIDAY, JANUARY 15, 1993

p 37

Passenger rail gets boost on two fronts

By Thomas C. Palmer Jr.
GLOBE STAFF

High-speed rail enthusiasts were twice encouraged yesterday, as a Swedish "tilt train" made a demonstration run from Boston to New London, Conn., and Gov. Weld endorsed a proposed rail link between North and South Stations.

A sleek, new six-car X2000 model train, built by Asea Brown Boveri Inc. and on loan to Amtrak for a four-month, first-in-the-nation tryout, carried Weld, Lt. Gov. Paul Cellucci, and state and federal transportation officials to Route 128 Station before continuing to Rhode Island and Connecticut.

Such modern trains would cut the length of a Boston-to-New York trip by an hour or more, to under three hours, Amtrak officials said. Three hours is considered a threshold under which train travel becomes preferable to automobile and air travel in the minds of large numbers of travelers.

"I campaigned on 2 hours and 52 minutes," Weld said. His administration's immediate goal is to make train travel competitive with other modes of transportation, he said. That will take some time, however. The X2000 is an electric train that runs on existing track, but because there is no electric service on the Amtrak line between Boston and New Haven the new cars were pushed by diesel engines.

Nevertheless, the new train, which increases passenger comfort by tilting on corners to compensate for centrifugal forces, reached about 100 m.p.h. between Route 128 and Providence. The ride was quieter and less bumpy than normal service, though there was still some noticeable jerking left and right.

"What you've got here is state of the art wheels," said Gil Carmichael, head of the Federal Railroad Administration, who was along for the ride. He noted that conversation and writing is considerably easier in the new train.

In part because of its advanced steering system, the X2000 can handle curves at speeds up to 40 percent faster than normal trains. Amtrak's project to reduce its New York-Boston trip time, to be completed by 1997 at a cost of about $590 million, involves upgrading one of the curviest routes in the system – a train makes the equivalent of 12 circles en route.

The X2000's top speed is 150 m.p.h. Amtrak says the train uses one-ninth of the energy of an airplane.

A German high-speed train will be tested next summer, and Amtrak is tentatively planning to place orders for new trains next fall, for delivery as early as 1996. Seventy percent or more of any train chosen would be produced at US plants. Asea Brown Boveri employs 29,000 people in the United States.

"I'd like to see them order 26 train sets this fall," said Carmichael. A six-car train that seats 300-400 passengers will cost about $14 million, compared to about $100 million for an airplane.

It is estimated that three-hour Amtrak service would draw up to 3 million passengers a year between Boston and New York. Boston is one of six high-speed corridors planned in the nation.

For the first time, Weld yesterday said he supported the idea of a rail link between North and South Stations, which would allow travel from southern to northern New England without requiring passengers to change trains. "If there was any confusion on what the administration wants, that was clarified today," said John J. Haley Jr., general manager of the Massachusetts Bay Transportation Authority.

A bipartisan caucus of 115 Massachusetts legislators sent a proposal for the link to the governor on Wednesday. Artery officials are studying the proposal.

Editorial
Portland Press Herald 1/18

COMMON SENSE

Gov. Weld joins the battle for North-South Station link

● It would connect rail travelers with the Northeast Corridor.

Massachusetts Gov. William Weld last week got on board the effort to link Boston's North and South stations by rail. The day before, a bipartisan caucus of 115 Bay State legislators had presented the governor a plan to connect the stations as a part of the massive Central Artery-Third Harbor Tunnel Project.

"If Massachusetts is proud of having its capital city, Boston, called 'The Hub,' how can it continue to allow Boston to be the location of the missing rail link between Washington, D.C., and Portland, Maine?" the caucus asked.

The following day, the legislators had their answer from the governor: It can't. At a demonstration ride on the Swedish-built X2000 high-speed train, Gov. Weld agreed that "An environmentally sound and energy-sensitive transportation system is essential to the Northeast region's economy." He specifically endorsed closing the North-South Station gap, and extending Amtrak service to Portland.

All this was sweet music to supporters of the rail passenger service between Portland and Boston that is to resume as early as late this year. Weld never had spoken so clearly and forcefully before on the need to get rail passengers from one side of Boston to the other, and into the Northeast Corridor with its rail links to all the rest of the country.

The Massachusetts governor's enthusiastic support, combined with that of Maine Gov. McKernan's, should go a long way to assuring this commonsense project reaches fruition. Bay Staters, Mainers and, in time, all Americans will be the beneficiaries.

SIERRA CLUB
Greater Boston Group
3 Joy Street, Boston, MA 02108
(617) 227-5339

January 30, 1993

Representative John A. Businger
Room 467, State House
Boston, MA 02133

Dear Representative Businger,

On behalf of the Greater Boston Group of the Sierra Club, I would like to commend you for taking the initiative on the North-South Station rail link in the Central Artery Tunnel. The Massachusetts Legislative Central Artery Rail Link Caucus has been critical in forwarding the success of this proposal.

Thank you for taking a leadership role in this issue, which will do so much both for our economy and the environment.

Very truly yours,

Louise Lewis

Louise Lewis
Greater Boston Group Executive Committee

MASSACHUSETTS/AFL-CIO

Voice of Organized Labor 400,000 Strong

June 30, 1993

Representative John Businger
State House - Room 467
Boston, Ma. 02133

Dear Representative Businger:

We are happy to support the Massachusetts Legislative Central Artery Rail Link Caucus as it works to build a rail link connecting Boston's North and South Stations in the Central Artery corridor. We congratulate you for brining together over 90% of the State Legislature (183 members) to support this important transportation project.

People have talked about this rail link for many years and now is the time to go to work and build it. Your caucus and the Task Force report have made people realize that the rail link can and must be done. Building the rail link will strengthen our state and regional economies by creating jobs and insuring that we remain competitive with other regions of the country. Business employers as well as employees recognize the competitive advantage that a well-planned rail system brings to a region.

The combination of the rail link in the Central Artery corridor with the Central Artery highway project will make a national model for intermodal, intercity transportation systems. The rail link will provide our state and region with the transportation options and mobility which are essential if our economy is to continue to grow. It will serve us all well as we start into the 21st century having built one of the best transportation systems in North America.

Please let us know how we can continue to work with you and the Caucus. You have our support as we all begin to build this rail link.

Sincerely,

JOSEPH C. FAHERTY
PRESIDENT

PRESIDENT
JOSEPH C. FAHERTY

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Massachusetts Building Trades Council

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JOHN F. X. DAVOREN

FIELD REPRESENTATIVE
JOSEPH A. DART

June 25, 1993

Representative John A. Businger
State House
Room 467
Boston, MA 02133

Dear Representative Businger:

Please be advised that the Massachusetts Building Trades Council, AFL-CIO wholeheartedly supports your efforts in ensuring that the Central Artery Rail Link becomes a reality.

The time has come for New England rail service to be brought into the twentieth century by completing a system that in the heart of the region has a missing link.

How often have we heard that infrastructure is a main consideration for business to locate or not ? As the CA/T highway project corrects a log jam in the city of Boston, this rail link compliments its effect.

Of course, it is critically important that the goals of the link do not endanger the CA/T highway project, and I'm sure that if thoughtful interests works together, that all problems could be avoided.

I understand that Joe Nigro of the Boston Building Trades Council has expressed an interest in working with you on this project. Please add me to the list.

If I can be of assistance, please don't hesitate to call.

With best wishes, I remain,

Yours truly,

Leo J. Purcell
President

cc: Joseph Nigro, BBTC

Building and Construction Trades Council of the Metropolitan District

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BUILDING AND CONSTRUCTION TRADES DEPARTMENT

A.F.L.-C.I.O.

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645 MORRISSEY BOULEVARD
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BOSTON, MA 02122-3520

June 4,1993

Representative John A. Businger
State House
Boston,MA 02133

Dear Representative Businger:

Building a rail link between North and South stations in the Central Artery Corridor is a once in a life time opportunity. We support the Massachusetts Legislative Central Artery Rail Link Caucus in its work to ensure it is built now.

We can work together to see that the design and construction of the Central Artery Rail Link is compatible with, and in no way slows, the CA/T highway project's schedule, design, or funding.

By making the CA/T transportation project intermodal, we will be building one of the best transportation projects in the country. Good highway and transit systems are one thing business leaders look for when considering a region for investment and relocation. Building the rail link will help give Massachusetts and New England an advantage over other regions as we continue to compete for more business and jobs.

We look forward to working with you to make this rail link a reality.

Sincerely,

Joseph W. Nigro,Jr.
General Agent/Secretary Treasurer
Building and Construction Trades Council

The Boston Globe

TUESDAY, JULY 6, 1993 PAGE 14

Request for rail link funds moves to Clinton

By Thomas C. Palmer Jr.
GLOBE STAFF

Included in the supplemental appropriations bill that Congress sent to President Clinton last week was $4 million that could turn into a couple of billion in federal funds to build the North-South Rail Link in Boston.

Although Amtrak won only $45 million in the bill that passed on Thursday – $143 million less than was proposed in Clinton's original fiscal stimulus bill – $4 million of that was earmarked by a House-Senate conference committee for design and engineering of the rail link.

"The link is now on our 10-year transportation capital plan," Massachusetts Lt. Gov. Paul Cellucci said recently, after traveling to Washington to brief Massachusetts Sens. John F. Kerry and Edward M. Kennedy and Maine Sen. George J. Mitchell on the recently completed report of the Central Artery Rail Link Task Force. "We think it makes sense both for the state and the Northeast, and they all agreed."

Kerry and Kennedy of course are on board for the value they say the underground rail linking of North and South stations would bring to the Massachusetts Bay Transportation Authority's commuter rail system. For the first time, the northern and southern systems would be one.

Mitchell, who has repeatedly expressed support for the link because it would fill in a gap in Amtrak's planned East Cost intercity service, is important to the project's future. He is considered a key source of federal funds, without which the link would be inconceivable.

"I am pleased that these funds will help begin the process of linking North and South stations, which will enhance the anticipated Boston-to-Maine service," Mitchell said in a written statement. He called rail "not only environmentally sound, but an efficient mode of transportation."

Estimates by the task force, which completed its work in May, are that the first, two-track phase of a rail link underneath the Central Artery would cost $1.8 billion. A full, four-rail system, complete with electrification of the commuter rail system, would cost an estimated $3 billion. The bulk of the cost of both phases of the project would have to come from Washington, say task force officials.

Labor unions, which have been noncommittal toward the idea until recently, are beginning to express support.

"People have talked about this for many years, and now is the time to go to work and build it," Joseph C. Faherty, president of the Massachusetts AFL-CIO, said in a letter last week to Rep. John A. Businger (D-Brookline), chairman of the Legislature's rail link caucus. The caucus now has 183 members.

"Somewhat a dream"

Both the Massachusetts Building Trades Council and Boston Building and Construction Trades Council have also expressed support recently.

"It seemed somewhat a dream, a fantasy," said Businger. "Now I think people regard those who opposed it as ... not facing the facts that this is proceeding."

Said Guy Rosmarin, the consultant who headed the task force that determined the link is feasible: "This

> **'People have talked about this for many years, and now is the time to go to work and build it.'**
>
> JOSEPH C. FAHERTY
> *Massachusetts AFL-CIO*

means it will be built, because it is a very important bipartisan step. ... It is very important for Bill Weld and Paul Cellucci now to ... set up the governmental mechanism and to involve the private sector to make this an effective federal-state partnership."

Not everyone is ready for the train to leave the station, however. Rep. Stephen J. Karol (D-Attleboro) speaks for some in the transportation community when he says it is too expensive.

"It is desirable and achievable to link the Northeast Corridor rail line with the line out of North Station up to New Hampshire and Maine," Karol said last week. "I am not convinced that it is best achieved by spending untold sums of money building a rail line as much as 100 feet below ground."

Karol said that a surface rail link going around downtown Boston would probably be more cost effective. "To me it's not critical to link the stations, it's critical to link the lines. You do that in the most economical fashion."

Tracks retained in Artery plans

Although Gov. Weld has held no press conference to state his intention to try to build the rail link, Central Artery designers have been directed to preserve the option for the train tracks in their plans. Weld had announced in January that he was in favor of the project if it was technically feasible.

James J. Kerasiotes, secretary of the Executive Office of Transportation and Construction, then tapped Rosmarin and a team of state transportation officials to examine the possibility of using the Central Artery alignment. A route considered but rejected was a shallower tunnel under Congress Street.

When state officials were in Washington last month, they also met with Rep. Joseph Moakley, who has expressed concern about the effects of the rail link on the Central Artery project cost and on the Transitway, the underground rail link planned from Boylston Street to the Fan Pier area.

The task force's report said the rail link would not affect either the cost or the time schedule of either one.

The present commitment is at least to preserve the option for the link. Financial and possibly environmental obstacles remain. But, Kerasiotes said, "You have to take the long view, and I think there is a certain inevitability to this, that our job is to ... do whatever we can in the state to advance the project, because it will have 21st century benefits for all of us."

But Kerasiotes called "awfully premature" any prediction that even two rails might be operating before the turn of the century. "I think it's naive to think you can put it on a track that parallels the construction of the Central Artery," he said.

The Commonwealth of Massachusetts

HOUSE OF REPRESENTATIVES

REP. JOHN A. BUSINGER
15TH NORFOLK DISTRICT

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PRESS RELEASE

July 1, 1993
CONTACT: REP. JOHN A. BUSINGER

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JOAN E. POLLARD
STAFF DIRECTOR
STEVE FAIR
LEGISLATIVE ASSISTANT

MASSACHUSETTS LEGISLATIVE CENTRAL ARTERY RAIL LINK CAUCUS HAILS $4 MILLION FUNDING BY CONGRESS TO START THE RAIL LINK

The Massachusetts Legislative Central Artery Rail Link Caucus tonight hailed final Congressional passage of the $4 Million appropriation to start the North-South Station Rail Link Project. Rep. John A. Businger (D-Brookline), Caucus Chair, and Rep. Hasty Evans (R-Wayland), Vice Chair, said in a statement at the State House tonight, "This $4 Million appropriation for the design and engineering of the Rail Link in the Central Artery corridor is a significant congressional commitment. Now, our caucus will work to see that this first step leads to continued progress on the rail link in Washington and here in Massachusetts."

"Our Rail Link Caucus (composed of 183 legislators) is encouraged by the bi-partisan support that the Rail Link Project has received. We urge Governor Weld to accelerate the pace of administrative action so that the Rail Link Project is finished in time to meet the requirements of the Clean Air Act," Businger and Evans stated. They pointed out that Massachusetts is in violation of the Clean Air Act standards and must begin to significantly reduce air pollution immediately. "The Rail Link will cause a major reduction in air pollution, create a model integrated transportation system, initiate economic development and make permanent jobs that are needed for our state and regional economy," they stated.

-30-

Note: House Vote scheduled between 3:30 and 6:30 P.M.

Senate vote shortly thereafter

Massachusetts **Peace Action**

11 Garden Street • Cambridge, Massachusetts 02138-3605 • 617/354-2169 • 617/354-2146 fax

formerly Massachusetts SANE/FREEZE

July, 1993

Representative John A. Businger
Massachusetts State House, Room 467
Boston, MA 02133

Dear Representative Businger:

Peace Action, the state's largest peace organization, heartily endorses the North Station-South Station rail link.

We at Peace Action support vigorous conversion from a military to a civilian economy. As Congress makes needed cuts in the post-Cold War military budget, we must ensure that defense workers have jobs. Moreover, the funds and talents released by the end of the Cold War are needed to rebuild America.

The rail connector, which would provide the missing link in the rail between Maine and Washington, DC, is an important part of rebuilding America. The link would significantly improve our regional and national transportation system.

The rail link is estimated to cost $1.8 billion. **We believe the money can be found in the military budget.** The Pentagon faces cuts of only 5% this year, and about 14% over the next five years. That means that after the break up of the Soviet Union, after the fall of the Berlin Wall, in a world where the US is the only military superpower, they are **still planning to spend one TRILLION dollars on the military over the next five years.** They are not planning to cut a single weapons system.

The current administration has committed to spending more money on transportation, and the North Station-South Station rail link could be part of that revitalization.

It is time to reorient US defense to the post-Cold War world, and to release more of the military money and talent to build a sustainable economy for the 21st Century.

Sincerely,

Eleanor Mulloney LeCain
Chairwoman of the Board

Rail link plan gets boost in US Senate

House panel also approves $100m in federal aid for Boston Harbor cleanup

By Thomas C. Palmer Jr.
GLOBE STAFF

In the first tangible sign of a federal commitment to the North Station-South Station rail link, the US Senate last night included $4 million for design and engineering of the multibillion-dollar project in a supplemental appropriations bill.

There was other good news for Massachusetts on Capitol Hill. As expected, the House Appropriations Committee approved wastewater treatment funding that includes $100 million in federal aid for the Boston Harbor cleanup.

The separate votes cleared the projects past legislative hurdles, and they came on the day that state officials, including Lt. Gov. Paul Cellucci and Transportation Secretary James Kerasiotes, met with Washington lawmakers to seek another $100 million for the rail proposal.

The House has already approved a similar measure providing the $4 million, all but ensuring it will survive conference committee. The package is expected to receive President Clinton's approval.

"These funds are needed as soon as possible," the legislation says. "In order to ensure that there will be no delays in the Central Artery project associated with the potential rail link component, funds must be obligated immediately to conduct the design and engineering work."

The state's Central Artery Rail Link Task Force concluded in May that it was technically feasible to build a four-track rail link in the Central Artery alignment, under the depressed highway, connecting North and South stations.

The tunnel would link Amtrak lines north of Boston to Portland with lines south to Washington – an extension of the Northeast rail corridor that has the backing of Senate Majority Leader George J. Mitchell (D-Maine). And it would stitch together the MBTA's commuter rail networks north and south of Boston.

The House has already approved a similar measure providing the $4 million, all but ensuring it will survive conference committee.

"Sen. Mitchell has been a long advocate of the North-South rail link," said Diane Dewhirst, Mitchell's spokeswoman. "He believes it is not only efficient from a transportation point of view but also environmentally sound."

The project is estimated to cost $1.8 billion in its first phase. The fully constructed North-South rail link, with electrification of the Boston area commuter network, will cost an estimated $3 billion. It has no major opponents, although some transportation experts have said the benefits of the project don't justify its cost.

Mitchell's support is considered critical, since the state is seeking 80 percent federal funding for the project.

A plan to extend "slurry" walls up to 20 feet below the depressed Central Artery has been adopted by state officials, and design changes are already under way. The cost of putting in those retaining walls and at least preserving the option for the rail link is estimated at $100 million.

"It's our feeling that it's time to push this project to the next step and invest in the environmental process and the preliminary design process," said Kerasiotes, who added the task force report was "well received" in Washington.

Kevin Galvin of States News Service contributed to this report.

3 unions fault privatized road work in Essex County

By Don Aucoin
GLOBE STAFF

Firing a fresh salvo in the ongoing debate over the Weld administration's privatization policy, three public employee unions yesterday said they have found gaping flaws in highway maintenance in Essex

ment used to be public safety," said Tim Dean of Local 285 of Service Employees at a State House news conference. "Now, it seems the goal of the highway department is making money."

The union report follows a favorable study on the Essex County privatization last week by the John E

wouldn't expect anything else from that group."

Kerasiotes said maintenance of roads and bridges had been slipshod when state workers were responsible for it. He said Middlesex Corp. is doing the highway work "better than it's been done in a long time."

LEARNING–SCHOOLS

The Commonwealth of Massachusetts

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JOAN E. POLLARD
STAFF DIRECTOR
STEVE FAIR
LEGISLATIVE ASSISTANT

PRESS RELEASE

FOR IMMEDIATE RELEASE
STATE HOUSE

June 22, 1993
CONTACT: REP. JOHN A. BUSINGER
OR STEVE FAIR (617) 722-2915

MASSACHUSETTS LEGISLATIVE CENTRAL ARTERY RAIL LINK CAUCUS HAILS U.S. SENATE VOTE TO START CENTRAL ARTERY RAIL LINK PROJECT

The Massachusetts Legislative Central Artery Rail Link Caucus tonight hailed the vote on the floor of the U.S. Senate that approved the $4 Million appropriation to start the North-South Station Rail Link Project. Rep. John A. Businger (D-Brookline), Caucus Chair, and Rep. Hasty Evans (R-Wayland), Vice Chair, said in a statement at the State House tonight, "The vote on the Senate Floor to appropriate $4 Million for the design and engineering of the Rail Link in the Central Artery corridor is a major and significant vote. Now, we need to make sure that this progress continues in Washington and here in Massachusetts."

"Our Rail Link Caucus is encouraged by the bi-partisan support that the Rail Link Project has received. We urge Governor Weld to accelerate the pace of administrative action so that the Rail Link Project is finished in time to meet the requirements of the Clean Air Act." Businger and Evans pointed out that Massachusetts is in violation of the Clean Air Act standards and must significantly begin to reduce air pollution immediately. "The Rail Link can make a major contribution in reducing air pollution, initiating economic development and creating permanent jobs that are needed for our state and regional economy," they stated.

-30-

Note: Vote scheduled for 7:00 P.M.

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April 12, 1993

Honorable William F. Weld
Governor
Commonwealth of Massachusetts
State House
Boston, MA 02133

BY HAND

Dear Governor Weld:

I just wanted to let you know of my support for your decision to build a rail link now in the Central Artery Corridor between North and South Stations.

By building this rail link in the Artery Corridor, you will be uniting the regional economy so that it can better compete in the national and international marketplaces.

I realize that support from the business community is essential. Therefore, I am prepared to do my part in working with my colleagues in the business community in the city, state and region to provide this necessary support; and work with you to make the Central Artery Rail Link a reality now.

I look forward to working with you in this important endeavor.

Kind regards.

Sincerely,

Donald L. Saunders /pab

Donald L. Saunders

The Commonwealth of Massachusetts

HOUSE OF REPRESENTATIVES

REP. JOHN A. BUSINGER
15TH NORFOLK DISTRICT

33 ST. PAUL STREET
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May 26, 1993

Committees on
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State Administration
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JOAN E. POLLARD
STAFF DIRECTOR
STEVE FAIR
LEGISLATIVE ASSISTANT

His Excellency William F. Weld
State House
Boston, MA 02133

Dear Governor Weld:

On behalf of the 181 members of the Massachusetts Legislative Central Artery Rail Link Caucus (MLCARL), we unite to reiterate our support for immediate action to build the Central Artery Rail Link. Beyond the legislated requirements and opportunities presented by ISTEA and the Clean Air Act, the Rail Link makes economic sense. Even today, traffic congestion routinely effects those travelling into and around Boston. The economic cost of these delays includes cost of loss time in commuting, increased energy usage, and pollution that diminishes the quality of life for commuters and residents alike. Meaningful capacity increases are possible through the Rail Link, however, but they will become effective only to the degree that the Rail Link is available. The Rail Link is the most prominent measure that could be undertaken to increase rail utilization and to improve the efficiency of the entire transportation system in Massachusetts and New England.

The Rail Link will improve access for those who are not presently daily commuters. Massachusetts is at once an economic, cultural, educational and recreational center for New England. Museums, theaters, and professional sports teams draw large numbers of people from the entire region, but access is made more difficult by limitations on transportation alternatives. Our ability to retain and enhance these advantages depends in part on establishing a transportation system that is both efficient and has the requisite capacity needed over the years ahead.

Improved prospects for economic growth in Massachusetts make the case for the Rail Link stronger. A recent report by the New England Economic Project notes that employment in the Commonwealth has stabilized and forecasts that modest growth will resume later this year. Over ensuring years, employment is expected to expand at a moderate pace, gradually reversing the employment losses suffered from 1989-1992. These gains, however, are dependent to significant extent on providing a suitable economic environment in which they can occur. Enhanced efficiency by means of the Rail Link would do much to ensure that the growth process continues through the mid-1990's into the next century.

The report of the Central Artery Rail Link Task Force, as reported in the media, is a solid base from which you can act now. We urge you to do and stand ready to support solid and meaningful executive action to build the Rail Link <u>now</u>.

Sincerely,

Representative John A. Businger
Chair

Representative Hasty Evans
Vice-Chair

The Massachusetts Legislative Central Artery Rail Link Caucus

Boston Globe 5/17/93

Central Artery rail link feasible, federal study says

By Thomas C. Palmer Jr.
GLOBE STAFF

A Federal Transit Administration feasibility study of the proposed rail link between North and South stations has come to the same conclusion as a state task force: It can be done.

While not as aggressive as the state's Central Artery Rail Link Task Force recommendation earlier this month to "Get started now," the federal report found that two separate downtown Boston alignments for the underground rail routes appear "technically feasible."

The federal study did not consider "costs, benefits, and impacts" of the two alternative routes, one underneath the Central Artery and the other under Congress Street.

However, it concluded there were fewer technical problems with the under-Artery alignment recommended by the state's task force than with the alternative Congress street alignment. Overall, it said, "A rail link connecting North Station and South Station would have significant benefits."

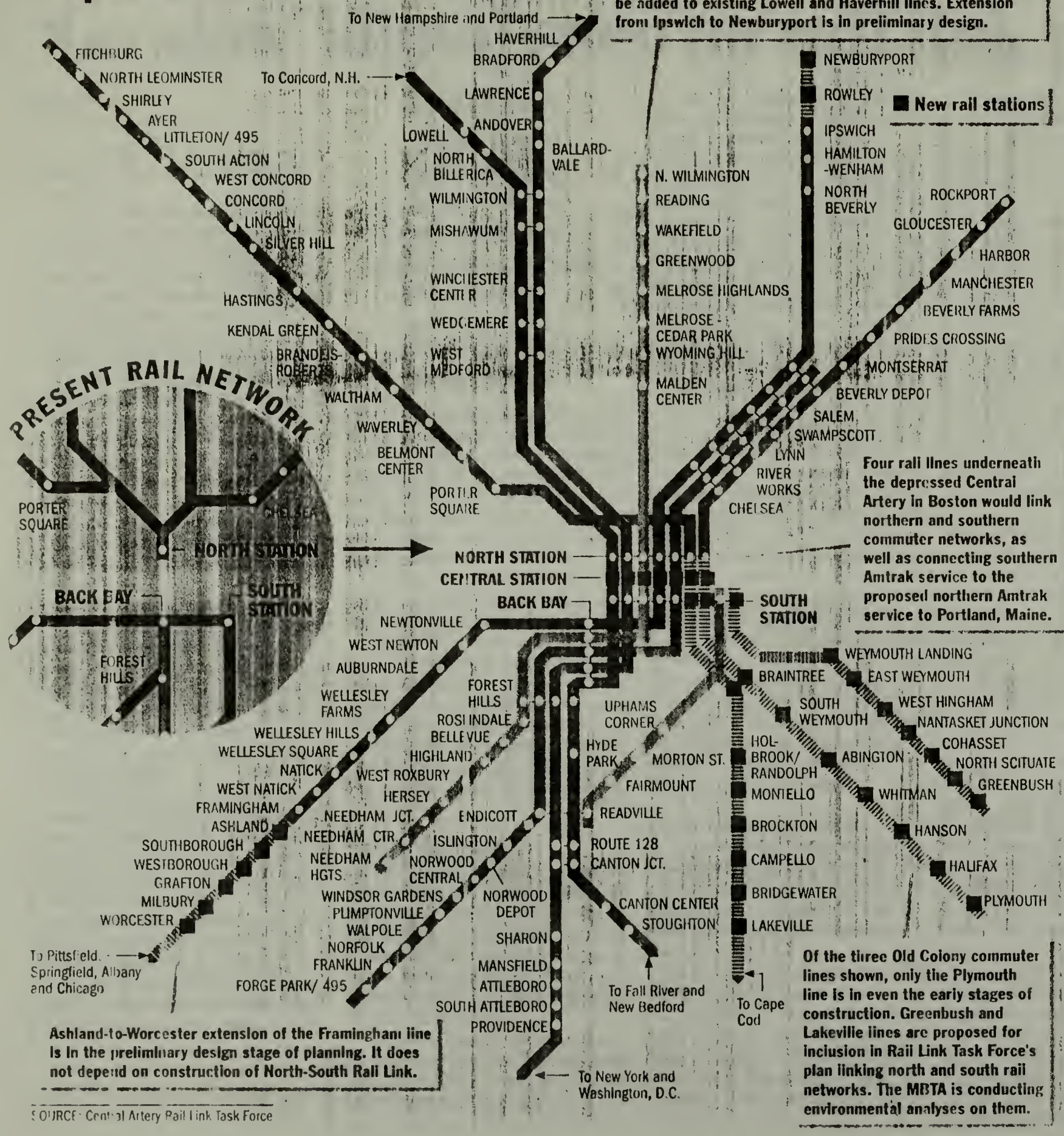
The North-South rail link would tie in the commuter rail systems north and south of Boston, as well as make possible intercity Amtrak rail service from Portland, Maine, to points south of Boston.

"The secretary and the administration plan to begin to move the project forward with the federal government immediately," a senior state transportation official said last week. The official was referring to James J. Kerasiotes, secretary of the Executive Office of Transportation and Construction, who is reviewing the task force's report, and Gov. Weld, who is expected to be briefed early this week.

Rep. John A. Businger, chairman of the Massachusetts Legislative Central Artery Rail Link Caucus, sent Weld a letter recently urging that the link "be built now, so that Boston can truly be 'The Hub' that we call it and that it can become 'the capital of the Atlantic Rim.'"

More than 90 percent of the members of the Legislature are members of the caucus supporting the rail link.

Guy Rosmarin, director of the state's rail link task force, said the cooperation between the state and federal government represented "a solid state-federal partnership."



SOURCE: Central Artery Rail Link Task Force

Rail link proposal may be slowed

Some doubt Weld wants quick action

MAY 16, 1993
BOSTON SUNDAY GLOBE
PG 21

By Thomas C. Palmer Jr.
GLOBE STAFF

The state's Rail Link Task Force could be pushing faster with its proposed North-South connection than the transportation department – and even the governor – want to go.

In its final report, to state transportation officials a week ago, the task force recommends an immediate decision by the Weld administration to commit to build a subterranean rail link between North and South Stations.

The link, which would hook northern and southern commuter rail systems as well as make possible intercity Amtrak connections from Maine south to Washington, could be in operation as early as 1999, under the most aggressive timetable outlined in the task force's report.

The two other possibilities include delays of shorter or longer duration in actual construction, but each would preserve the option for building the rail link in a deep tunnel underneath the Central Artery. Those two less bold proposals were given less attention in the report.

But Gov. Weld, who has had only a superficial briefing on the report and is expected to receive a detailed summary early this week, appeared to be signaling something of a "go

'Go slow' signal seen on rail link plan

■ LINK
Continued from Page 21

slow" attitude at a speech Monday in connection with National Transportation Week.

While acknowledging that the task force's report confirms that the rail link would work within the Central Artery alignment, Weld said, "... it looks as though with some minor adjustments in construction we can preserve the option of a rail link underneath the Artery alignment."

Weld, who frequently wears a necktie decorated with colorful train images, has expressed enthusiasm for the link, provided it does not interfere with either the funding or the timing of the Central Artery and Third Harbor Tunnel project. The task force concluded in its final draft report, a copy of which was obtained by the Globe, that the rail link would indeed be compatible with a depressed Central Artery.

"I'm delighted where we are with it," James J. Kerasiotes, secretary of the Executive Office of Transportation and Construction, said this week. He has not said whether he will recommend to Weld that the state should move as rapidly as the task force urges.

"This nonsense about the project starting in July or June or August is nuts," Kerasiotes said in an interview recently. "Where are you going to get the money?" But he added: "We like the concept. ... This is a tremendous victory. We've enhanced the opportunity for this to be done – which we think should be done."

The "slurry walls" on the edge of the Central Artery construction area would have to be dug about 20 feet deeper to accommodate construction of the four-track rail link underneath. The deeper excavation would impact the artery minimally but would cost about $18 million. That cost would not be borne by the artery project, under the task force's recommendation.

This is a tremendous victory. We've enhanced the opportunity for this to be done.'

JAMES J. KERASIOTES
Transportation secretary

The rail link would have to be financed by some combination of federal, state and private money.

Privately, transportation specialists raise questions about whether it is realistic to move as early as the task force suggests: design to begin almost immediately; construction to start in 1995, simultaneous with the Central Artery project; and the first two rail lines under Boston in use by 1999.

Probably can be done

Skeptics in the transportation industry have also raised questions about some engineering aspects of the project, including the extreme depth that the tracks would have to follow under North and South stations. But almost no one will go public with those doubts.

"I haven't talked to an engineer in this city who hasn't commented that this is insane," said one of those specialists who did not want his name used, and who explained why he and his colleagues are silent: "They say, 'Because if it is going to happen, we want a piece of it.' "

Even the naysayers admit that it can probably be done – despite the predominant past attitude that a north-south link was impossible. But at what cost, they ask. They focus primarily on the difficulty of funding the project, as well as problematic environmental-permitting considerations. The first phase of the project, through 1998, carries an estimated cost of $1.8 billion.

Although it was not the responsibility of the task force to find sources of funding, its report concludes that the project would have to be done with a heavy dose of federal funding, supplemented by state and private contributions. Right off the bat, $1.5 million would be required in design costs to adapt the rail link to the artery project.

Ultimately, most of the cost of the project would have to be borne by the federal government, transportation specialists say. The two Massachusetts senators, along with Sen. George Mitchell (D-Maine), have expressed support for the rail link. Maine is a major beneficiary of expanded intercity rail transportation, the report concludes.

Around Boston – or under?

The task force concludes that environmental concerns could be disposed of in 18 months if rail link is treated as an integral part of the Northeast Corridor improvement, already under way.

However, some question the need for the rail link at all.

"I think it's highly unlikely it makes sense to spend $1.6 billion, at today's estimates, to link up downtown," said Rep. Stephen Karol, co-chairman of the Legislature's transportation committee.

"I think there is an advantage to have rail lines that run north of the city ... linked in some way to the Northeast Corridor lines that run south – at an appropriate and justifiable cost," he said. Karol suggests that going around Boston, rather than under the city, may be the most cost-effective way.

While still linking cities in New England to points south, that plan would reduce dramatically the benefit to commuters. The all-electrified commuter rail system envisioned by the task force would include three Old Colony lines to the South Shore, a reconfigured set of lines north of Boston, with additional stops, and the currently planned extension of the Framingham line to Worcester.

Cheaper sooner than later

But Karol contends the vast amount of money needed to build the link is needed for other transportation projects, such as a circumferential light rail line around downtown Boston.

"Perhaps that $2 billion links two stations that don't need to be linked but does link two lines that need to be linked," he said last week, exaggerating the projected cost for effect. "I'm concerned when I see a cost ... as high as it is."

With the Central Artery project still wrestling with funding issues, an immediate commitment to building the North-South rail link may be more than even the rail-friendly Weld administration wants to take on.

Guy Rosmarin, who directed the task force and is an enthusiastic proponent of building the link and building it soon, said the rail link's economic benefit to New England would be inestimable. Whatever the cost, he said, it will be cheaper to build it sooner rather than later.

The Commonwealth of Massachusetts

HOUSE OF REPRESENTATIVES

REP. JOHN A. BUSINGER
15TH NORFOLK DISTRICT

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May 7, 1993

Committees on
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State Administration
ROOM 467, STATE HOUSE
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JOAN E. POLLARD
STAFF DIRECTOR
STEVE FAIR
LEGISLATIVE ASSISTANT

LEGISLATIVE RAIL LINK CAUCUS ASKS GOVERNOR TO BUILD THE RAIL LINK NOW

His Excellency William F. Weld
State House
Boston, MA 02133

Dear Governor Weld:

We are again writing a public letter to you to urge that the Central Artery Rail Link be built now. Since our last letter to you on January 13th urging your support, you have endorsed the Rail Link (on January 14th) and set up a Task Force to study it, which has done an interim report and is about to issue its final report. Recently, you have re-endorsed the Rail Link and we applaud your continued and persistent support.

Since our January 13th letter, our Rail Link Caucus has grown from 115 legislators to 181, over 90% of the General Court. Most members of both the Democratic and Republican leadership teams have joined. Community, business and editorial support are also growing for the Caucus Rail Link plan.

The Rail Link in the Central Artery Corridor brings sound transportation policy, more jobs, cleaner air, and reduced traffic congestion. The Rail Link also makes the Artery Project inter-modal, bringing additional federal funding under the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991.

We look forward to continuing to work with you to make the Rail Link a reality. We ask you, upon receipt of the final report, to stress that the Rail Link must be built now, so that Boston can truly be "The Hub" that we call it and that it can become "the capital of the Atlantic Rim".

History will record those people who get it done, not those who shrink back timidly from opportunity that often, as in this case, may only come once.

Sincerely,

John A Businger

Representative John A. Businger
Chair

Hasty Evans

Representative Hasty Evans
Vice-Chair

The Massachusetts Legislative Central Artery Rail Link Caucus

Task force: Link stations

By Thomas C. Palmer Jr.
GLOBE STAFF

The Central Artery Rail Link Task Force yesterday recommended that the Weld administration proceed with construction of a $1.8 billion passenger train connection between North and South stations.

The task force report is the result of a four-month study requested by James J. Kerasiotes, secretary of the Executive Office of Transportation and Construction.

With support increasing in the Legislature and elsewhere for consideration of the rail link, Kerasiotes tapped consultant Guy Rosmarin in January to determine whether the long-debated link could be built without affecting either the funding or the schedule of Central Artery project.

"For too long people were telling us it doesn't work," Kerasiotes said recently. "But nobody ever spent the time to find out in an intelligent way whether it worked or not."

Rails to run under Central Artery

Although sources of funding, potentially a major obstacle, were not addressed in the report, the team of engineers and transportation officials – assembled from the Central Artery project, the Massachusetts Highway Department and the Executive Office of Transportation and Construction – concluded that four rail tracks would fit under the Central Artery alignment.

Gov. Weld, who announced he was behind the link in January and who may elaborate on the rail-link possibilities at a National Transportation Week appearance Monday, said recently that he favors at least preserving the option for building the rail link.

The task force proposes a 2½-mile underground tunnel from east of Back Bay station to South Station, under the Central Artery to North Station, under the Charles River, and rising out of the ground in Somerville.

The rail link would connect North and South stations not only for Amtrak's intercity service north to Portland, Maine, under the task force's proposal, but also for an expanded set of Massachusetts Bay Transportation Authority commuter trains.

The new link would mean an estimated 20,000 fewer cars on the Central Artery and Southeast Expressway in the year 2010, according to task force estimates.

The task force proposes that design and engineering begin almost immediately.

The fully constructed rail network outlined in the report, including electrification of 600 miles of track in the commonwealth and construction of some additional commuter lines, would take an estimated 15-20 years to build and cost about $3 billion.

Broadcast N

'Daybreak': a stark lo

By John Koch
GLOBE STAFF

The time is the "near future," when New York City has surrendered to total decay and the political leadership of the United States has rotted to the core. The president, viewed on public TVs secured behind chicken wire, spouts Orwellian pieties while uniformed vigilantes patrol the ruined city streets.

Such is the ambience of "Daybreak," a TV movie with a fierce social and political agenda, and raw language to match, that no major network would imaginably air. Expanded from Alan Bowne's one-act play "Beirut" by screenwriter-director Stephen Tolkin, this morally courageous if not entirely successful movie comes to us tonight (8-9:30 p.m.) courtesy of HBO.

In the world of "Daybreak," the

falls in love with a fema
called Blue (Moira Kelly

What's good about "Day
the shock of logic in its ca
served connections betwe
we know about – like AIDS,
homophobia and the red
complex social problems t
gle issue of crime control
ghastly scenario for the ne
The physical production, n
starkly filmed on litte
streets, is stagy but scary.

What's not so good is
Tolkin fuses the Romeo a
like romance (which was th
the play) with the expan
ments of the movie. Fuse is
the right word – because
mate love story and the
street struggle wrapped
aren't a close enough fit.
tional charge of the central
ing episode, intended

Few changes needed to tie artery, rail link

By LAURA BROWN

The state could build a $1.8 billion rail link between North and South stations under the new depressed Central Artery with only minor alterations to Big Dig contracts, according to a report due to be released next week.

The report, which is being prepared for the Executive Office of Transportation and Construction by consultant Guy Rosmarin, estimates that artery alterations for the rail tunnel would cost an extra $92.3 million over the next two years.

Peter Zuk, project manager of the $6 billion Central Artery-Third Harbor Tunnel project, said state officials have a "window" of 18 to 24 months before they have to make a final decision about building the rail link or making the construction changes that would allow it to be built later.

Rosmarin and rail link advocates have argued that the underground rail connection could be twice as expensive if it is built after the artery project, instead of in tandem with it.

State officials have not identified any firm funding sources for the artery changes or the actual rail link construction, but have said they could seek federal and private money to cover the cost of the project.

"Gov. (William) Weld and Transportation Secretary Jim Kerasiotes have indicated they wanted a serious review of the Central Artery alignment as an alignment for the North-South rail link," Zuk said.

"The report represents the best efforts in meeting that requirement," he added.

The report details the construction methods that could be used to build the rail link under the artery project and the impact on each of seven artery contracts.

Additional underground walls needed to support the box for the rail tunnel make up the bulk of the $92.3 million cost increase for the artery project.

Zuk said if the state goes ahead with the artery alterations, $20 million could be spent as early as this year and the balance by 1995.

The first phase of the actual rail tunnel construction would cost $1.3 billion, and the second phase would cost another $500 million, he said.

Those costs would include the actual tunnel construction and work on three underground rail stations: South Station, North Station and a connection with Aquarium Station on the MBTA Blue Line.

Transit industry sources have estimated that electrification costs to link the MBTA's commuter rail lines with an electrified rail link could drive the final costs of the project up by several billion dollars.

The report concludes the artery changes for the rail tunnel would have a minor impact on the project schedule.

Kerasiotes has said officials would not pursue the rail link if studies indicated it would slow down the artery project.

Rep. John Businger (D-Brookline) and Rep. Hasty Evans (R-Wayland), who head a legislative caucus backing the rail link, sent a letter to Weld yesterday urging him to build the project immediately.

"History will record those people who get it done, not those who shrink back timidly from opportunity that often, as in this case, may only come once," the legislators wrote.

Businger has enlisted the backing of 181 legislators — or 90 percent of the General Court.

The Commonwealth of Massachusetts

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JOAN E. POLLARD
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PRESS RELEASE

FOR IMMEDIATE RELEASE
STATE HOUSE

April 16, 1993
CONTACT: REP. JOHN A. BUSINGER
OR STEVE FAIR (617) 722-2915
Information Packet available upon request

If Massachusetts is proud of having its capital city, Boston called "The HUB", how can it continue to allow Boston to be the location of the missing rail link between Washington D.C. and Portland, Maine? If Boston is to be the capital of the Atlantic Rim, how can it be the break in the Atlantic Rail System?

-Rep. John A. Businger-

LEGISLATIVE CENTRAL ARTERY RAIL LINK CAUCUS GROWS -- LEADERSHIP JOINS -- DOWNTOWN BOSTON BUSINESS GROUP ENDORSES CAUCUS RAIL LINK PLAN

Representative John A. Businger (D-Brookline), Chair of the Massachusetts Legislative Central Artery Rail Link Caucus, and Representative Hasty Evans (R-Wayland), Vice-Chair, today announced that their caucus, 115 members strong when it successfully urged Governor Weld to endorse its Rail Link Plan in mid-January, has shot up to 181 legislators.

Representative Businger stated, "Our Rail Link Caucus, now comprised of over 90% of all state legislators, now numbers among its members the substantial majority of the legislative leadership in both chambers and on both sides of the aisle. Legislators want the Rail Link built now as part of the Central Artery Project. Our plan realizes a century-old dream of a unified transportation system and an unbroken Northeast Corridor. A sensible transportation system, jobs, and clean air are at stake - 181 of us say - get on board, the train is leaving, the opportunity will never come again - build the Rail Link now."

Representative Hasty Evans (R-Wayland), Vice-Chair, said "Boston recognizes the benefit of a regional transportation link that will again make Boston the Hub of New England. Urban and suburban commuters will have much greater access to job opportunities when they can ride

directly from Fitchburg to Hingham. We must not miss this historic opportunity to combine roads and rails in this largest public works project of the century."

Representatives Businger and Evans hailed today's endorsement of the caucus plan by Boston's Cultural District Civic and Business Alliance at their annual meeting. The group stated in a letter from President Paul Faraca to Governor Weld that "We believe this link will be a positive contribution . . . that our capital city will need to achieve in the future to remain a world class city." Representatives Businger and Evans stated, "The downtown Alliance endorsement highlights the growth of a political - business - labor - transportation - environmental coalition to build the Rail Link. In the last few months the outpouring of help from a variety of political figures, like Senators Ted Kennedy and John Kerry, Governor Weld, Congressman Marty Meehan, and the House and Senate 181-member caucus has encouraged the rest of our coalition to grow because they now believe that century-old dream of the Rail Link between North and South Station will come true with all of us working together."

-30-

BOSTON GLOBE
APRIL 27, 1993
PAGE 28

Weld re-endorses city railroad link

Gov. Weld said yesterday that preserving the option for a rail link between North and South stations "makes sense" and that a recent study shows it could be built simultaneously with the Central Artery and Third Harbor Tunnel project if money were available. The report, following a three-month study and outlined in the Globe last week, is expected to be given on Friday to James J. Kerasiotes, secretary of the Executive Office of Transportation and Construction.

Plymouth Rock Assurance Corporation
695 Atlantic Avenue
Boston, Massachusetts 02111

April 22, 1993

The Honorable John A. Businger
The Commonwealth of Massachusetts
House of Representatives
Room 467, State House
Boston, MA 02133

Dear Representative Businger:

Our company concurs in the emerging consensus for the Central Artery Rail Link proposal. Not only will it spur the economy of the Boston area, but it should have a positive effect on air quality, traffic flow, and other environmental concerns.

Now that the Central Artery/Third Harbor Tunnel project is underway, it seems a good time to move forward. This opportunity will provide a multitude of benefits to the business community, and I join with other area employers in supporting it.

With best wishes,

Very truly yours,

James M. Stone

JMS:bk

This is a copy of a letter from former Governor Dukakis' Commissioner of Insurance and Central Artery businessman, Jim Stone, in support of building the Rail Link in the Central Artery.

Sincerely,

John A. Businger
Chair
Massachusetts Legislative Central Artery Rail Link

BOSTON GLOBE
APRIL 21, 1993
PG. 1

Artery rail link proposal expected

Weld to get report on a $1.6b plan

By Thomas C. Palmer Jr.
GLOBE STAFF

In what may signal a major shift in transportation priorities in Massachusetts, a task force is expected to recommend to the Weld administration this week that a long-dreamed-about passenger rail link between North and South stations be built, costing up to $1.6 billion.

If the recommendation is approved, the first trains could roll under Boston by 1999, according to Guy Rosmarin, who headed a three-month study.

The rail link project is being designed so as not to interfere with the Central Artery-Third Harbor Tunnel project schedule or cost, although the trains might begin running before the project is completed.

The rail project would provide the "missing link" between Boston's northern and southern commuter-rail lines, and eventually connect Amtrak service between northern New England and the Washington and New York areas.

It could be a boost for proponents of mass transit, representing a move from dependence on automobiles to a so-called "intermodal" system that coordinates many forms of transportation.

Under the most accelerated schedule outlined in the report, the new link would need a go-ahead from the governor by June.

Despite the price, the rail link, along with related improvements to the commuter rail system in Greater Boston, is necessary to the future economic health of New England, Rosmarin said. If not built at the same time as the Artery project, he said, the rail link would be costlier later on and may not happen at all.

LINK, Page 22

Panel expected to urge rail link between North, South stations

■ LINK
Continued from Page 1

"If we do not do it now, and finish it by the end of the century, New England will be consigning itself to a second-place position for a good part of the 21st century," said Rosmarin, head of the Rail Link Task Force of the Central Artery-Third Harbor Tunnel project.

But one source said the Artery project probably would be built with the option of putting a rail tunnel underneath at a later time.

North Station has never been linked by train to South Station, except by a freight rail system that ran along Atlantic Avenue decades ago.

Laying four tracks beneath Boston's new, depressed Artery and providing electricity from the rest of the Boston area commuter rail system to the New Hampshire border is estimated by the task force to cost $1.6 billion.

The cost would have to be borne by a combination of federal, state and private railroad sources, Rosmarin said, but funding has not been specifically addressed. The task force concluded the project was technically feasible in an interim report presented to James J. Kerasiotes, secretary of the Economic Office of Transportation and Communication, early this month.

The final draft of the report, scheduled to be completed and given to Kerasiotes on Friday, proposes that design and engineering begin no later than July 1, with construction to begin in 1995, Rosmarin said.

Gov. Weld is out of town but is expected to be briefed on the task force's report next week.

The trench for the Central Artery construction would have to be dug about 20 feet deeper to accommodate the rail link, but the additional costs would not be borne by the Artery project.

In several places the deck of the underground Central Artery would be used as the top of the "box," or tunnel, for the railroad tracks.

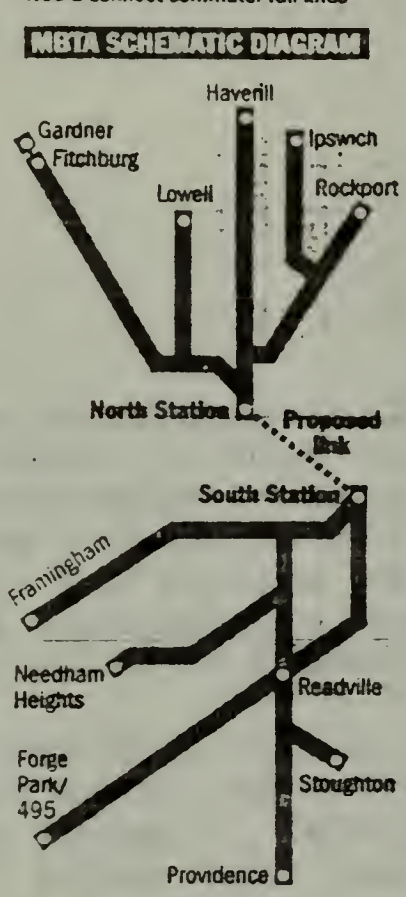
The task force report suggests that much of the work, such as environmental impact assessments and right-of-way clearances, could "piggy-back" on the work of the Artery project, allowing the rapid building of the rail link but affecting neither the cost nor the time frame of the Artery.

The Artery and third harbor tunnel project are set to be completed in about 2002, at a cost of $6.4 billion.

The report takes an "if you build it, they will ride" approach to its ridership analysis. Automobile traffic, commuter-rail and MBTA ridership projections were compiled from previously existing studies.

The report predicts that one-way

North-south link
Would connect commuter rail lines



RIDERS	Number of daily one-way trips
Today	70,000
2010, without rail link	120,000*
2010, with rail link	170,000-180,000*

*Projected
SOURCE: Rail link task force draft report

GLOBE STAFF GRAPHIC

commuter trips on the Massachusetts Bay Transportation Authority's rail system would increase dramatically by the year 2010 with the link between North and South stations.

The north-south link would remove about 20,000 automobiles from the Central Artery daily, the report says.

In addition, the report proposes a fully electrified rail system at least from New York, through Boston, to the New Hampshire-Massachusetts border, so that trains on all lines could use the new tunnel.

Political support for the north-south rail link has burgeoned since late last year. Rep. John A. Businger (D-Brookline), chairman of the Legislature's Central Artery Rail Link Caucus, said last week that caucus membership had grown from 18 last December to 151.

"Our plan realizes a century-old dream of a unified transportation system and an unbroken Northeast Corridor," Businger said in a recent press release.

An important "all aboard" was declared by Weld, a self-described train buff, at a Jan. 14 South Station

'Our plan realizes a century-old dream of a unified transportation system.'
REP. JOHN A. BUSINGER

demonstration of the Swedish X2000 "tilt train." Weld announced somewhat unexpectedly that he was in favor of building the north-south link if it were feasible.

Both for reasons of economic competitiveness and to meet the 1999 requirements of the Clean Air Act, Rosmarin said, the north-south link is a necessity. "It will not put us in full compliance with the Clean Air Act, but it will go a substantial distance toward completion by 1999," he said.

In addition, the project would create approximately 2,500 construction jobs and 1,200 full time jobs, Rosmarin estimated.

Opposition to the north-south link has centered on two areas: cost and any potential affect on the Central Artery project.

"I've never heard anybody say, 'Don't built it, it isn't a good idea,'" said Daniel T. King, a member of the Committee for Regional Transportation, a coalition of rail advocates. "The only sticking point I've heard from anybody is cost and delaying the Central Artery. That's where you polarize people."

Kerasiotes would not comment on the preliminary recommendation made to his office concerning the rail link. He has said he would let nothing interfere with the Artery project.

Financing could follow the creative, public-private source model being used for a high speed rail system in Texas, Rosmarin said. Sen. George J. Mitchell (D-Maine) is an outspoken advocate of the link and – along with Massachusetts Sens. John F. Kerry and Edward M. Kennedy – asked last month that $4 million in federal money be used to study the rail link.

The federal funding for a large part of the Central Artery project is provided by the 1991 Intermodal Surface Transportation and Efficiency Act, designed to promote coordination of different modes of transportation.

The report recommends that the rail link intersect with the MBTA's Blue Line at a new Aquarium station to provide access to Logan Airport.

"We are sharing a transportation corridor, and the corridor becomes 'multimodal,'" Rosmarin said, referring to the connection of automobiles, trains and airplanes.

The Commonwealth of Massachusetts
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JOAN E. POLLARD
STAFF DIRECTOR

October 20, 1992

Honorable William F. Weld, Governor
State House
Boston, MA 02133

Dear Governor Weld:

I am writing to you as Chairman of the Massachusetts Central Artery Rail Link Legislative Caucus (MCARL) to urge you to build a two track Rail Link as part of the Depressed Central Artery Project. This Rail Link will unite the commuter and inter-city passenger rail system in Massachusetts, New England and the Northeast and will produce significant environmental and economic benefits to the citizens of the Commonwealth of Massachusetts.

A bipartisan coalition of legislators has been formed to advocate the construction of a Rail Link between North and South Stations as part of the proposed Central Artery Project. This coalition --- known as the Massachusetts Central Artery Rail Link Legislative Caucus (MCARL) --- has as its purpose the realization of a century old goal to unify the transportation systems throughout Massachusetts so that commuter and intercity rail service can be provided as part of one, unified system for all the citizens of the Commonwealth and New England.

Since the Caucus was formed, I have been amazed at the overwhelming response that we have received. Our goal is to persuade you and your administration to build now the two track Rail Link as part of the Depressed Central Artery Project.

Our legislative caucus is working closely with the Citizens Transportation Action Campaign (CTAC), a bipartisan, non-profit, volunteer coalition of citizens from all walks of life --- rail labor, business, environmentalist, commuters and all citizens who are seeking to restore balance to the transportation system in the Commonwealth of Massachusetts.

Together with CTAC, we are urging you to build a Rail Link into the Depressed Central Artery Alignment for the following reasons:

Make the Project Multi-Modal

Restoring the Central Artery Project to a multi-modal demonstration of new national transportation policy will dramatically increase regional and national support for the Project, and substantially increase its benefit to all New England and the nation.

Improve the Project's Funding

Including the Rail Link in the Artery corridor can change the funding formula for the Project to increase the financial contribution from the federal government. Preliminary ridership investigations show this link to be self-funding because of its key role in consolidating existing rail systems. In addition, private sector and quasi-public sector participation in the Rail Link component is feasible.

Cause Less Disruption

We understand that a Congress Street Alignment has been suggested to you to avoid adjusting the Artery design to accommodate the Rail Link. No serious engineering or cost analysis of the Congress Street proposal has been made by its advocates or by the State. Rather, this proposal appears to be designed to make it seem logical to segregate the Rail Link's construction from the Artery's construction. The Congress Street proposal is disingenuous and will put off building the rail link to another century.

By building the Rail Link now as part of the Artery's construction, the Commonwealth will avoid the necessity of digging up the city again, a second time and incurring the associated extra costs of redisrupting downtown businesses again.

Furthermore, because of the great depth of the deep-bore tunnel and the gentle gradients required, the Congress Street alignment increases the cost of the link dramatically due to the extra length of tunnels needed to regain the grade of the southern rail system.

Build the Rail Link Economically

We estimate the cost of the Rail Link in the Artery alignment to be approximately $500 million; The cost of the Congress Street alignment, on the other hand, is estimated to be about $750 million not including disruption and eminent domain costs.

The Rail Link in the Artery alignment can be funded under Intermodal Surface Transportation Efficiency Act (ISTEA) and be processed as a Clean-Air Act component of the Project, thereby reducing its costs to the Commonwealth. On the other hand, the Rail Link in the Congress Street alignment will be a stand alone project which will require a substantially greater contribution from the Commonwealth. An increase in cost of this magnitude can not be justified.

CTAC's schematic plan for the design of the Rail Link in the depressed artery corridor requires no additional land taking, does not change the surface treatment concept, and retains the design characteristics of the highway as they are presently proposed. By integrating the design of these

two transportation functions in one corridor, this design consolidates structural elements and construction operations making them more efficient and more cost effective.

Clearly Demonstrate Clean-Air Compliance

Restoring the Rail Link to the depressed Artery Project provides and economical and effective way to help assure the Project complies with applicable national clean-air standards. Making the Central Artery Project consistent with ISTEA policies is a direct and federally assisted way to comply with these requirements.

Restore the Project's Long-Term Economic Benefits

Building the Rail Link now will permit renewed public transit access to off-set the exodus of business activity known to accompany major highway improvements in urban areas (see Providence, Worcester & Hartford as local examples).

By significantly increasing the number of intermodal connections available to Boston's existing rail and transit network, the link will dramatically increase ridership opportunities and access to both regional and metropolitan public transportation systems. In so doing, the link will open new hiring opportunities to intracity and intercity businesses now inaccessible except by automobile.

The resulting consolidation of rail maintenance and end-of-the-line storage facilities can open new land development opportunities in proximity to North and South Station, and dramatically improve the extension of the Charles River Basin to Boston Harbor.

For these reasons, I urge you to build the Rail Link now and make it the top priority of your administration. To do otherwise will result in your administration missing a unique opportunity to benefit the environmental and economic well-being of the citizens of the Commonwealth.

Sincerely,

John A Businger

Representative John A. Businger
Chairman
Massachusetts Central Artery Rail Link Legislative Caucus

cc: Members of the General Court

The Commonwealth of Massachusetts
HOUSE OF REPRESENTATIVES

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STAFF DIRECTOR

PRESS RELEASE PRESS RELEASE PRESS RELEASE PRESS RELEASE

FOR IMMEDIATE RELEASE:

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10-20-92

REPRESENTATIVE JOHN BUSINGER URGES GOVERNOR WELD TO BUILD RAIL LINK CONNECTION BETWEEN NORTH AND SOUTH STATIONS AS PART OF CENTRAL ARTERY PROJECT.

(Boston) ---- Representative John Businger (D.- Brookline) today urged Governor William F. Weld to build a Rail Link between North and South Stations in Boston as part of the Depressed Central Artery Project.

Businger, who is Chairman of the newly formed Massachusetts Central Artery Rail Link Legislative Caucus (MCARL), conveyed the Rail Link Caucus' position to the Governor in a comprehensive letter that explained the compelling reasons for the construction of the rail link (see attached letter).

"This is a unique opportunity for both environmental and economic progress," said Businger. "By building now a Rail Link between North and South Stations, we will unite the entire commuter and intercity rail passenger system throughout the Commonwealth of Massachusetts, New England and the Northeast, By building this Rail Link, we can complete the high speed rail line from Washington to Portland, Maine and from Boston to Worcester, Springfield and Chicago" added Businger.

"The Massachusetts Central Artery Rail Link Legislative Caucus is urging the Governor to take advantage of this unique opportunity for growth. By building the Rail Link now, Massachusetts will become the front runner in new transportation systems. This will make our state globally competitive," Businger stated.

continued on page 2.

The Brookline Representative noted that it will take at least ten to fifteen years to depress the Central Artery. "Are we going to endure all of this disruption, noise, air pollution and economic dislocation and wind up with a highway project that is obsolete on the very day it opens?" asked Businger.

"By building a Rail Link between North and South Station as part of the Central Artery Project, we will make the Depressed Central Artery a truly multimodal project that can be the model for the world".

Businger announced that the Massachusetts Central Artery Rail Link Legislative Caucus would hold a hearing shortly after the election for public review of the Caucus' North Station - South Station Rail Link Plan. The date and time of the meeting will be announced shortly.

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The Commonwealth of Massachusetts
HOUSE OF REPRESENTATIVES

REP. JOHN A. BUSINGER
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JOAN E. POLLARD
STAFF DIRECTOR

His Excellency William F. Weld
Executive Office
State House, Room 360
Boston, Massachusetts 02133

November 30, 1992

Dear Governor Weld:

On behalf of the Massachusetts Central Artery Rail Link Caucus (MCARLC), I write to again urge you to construct a two track rail link between North and South stations as part of the Depressed Central Artery Project.

On October 20, 1992, I wrote to you on behalf of the Massachusetts Central Artery Rail Link Caucus (MCARLC) --- a bipartisan coalition of legislators who seek to create a balanced transportation system for the Commonwealth of Massachusetts --- to propose the construction of a multimodal transportation corridor as part of the Depressed Central Artery Project (see attached letter of October 20th).

Regrettably, the response from your office has been very disappointing. I received a form letter from your office that our proposal had been forwarded to then Secretary Taylor for reply. Yet no reply was ever received. This lack of attention to a very pressing transportation need in the Commonwealth is of great concern to our Caucus.

Our proposal for a two track rail link as a part of the Depressed Central Artery Project has been undertaken with careful consideration of the economic, environmental and social needs of all of the citizens of the Commonwealth of Massachusetts. Our plan will produce numerous benefits for the entire state, particularly as it will link up the entire commuter rail system and develop a mass transportation program that will benefit all of the citizens of the Commonwealth.

I again ask that you give our plan your immediate attention. Our Caucus will be glad to meet with you at your earliest convenience to present our plan to you personally.

Sincerely,

John A. Businger
Chair
Massachusetts Central Artery Rail Link Caucus

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FOR RELEASE: IMMEDIATE

FOR FURTHER INFORMATION
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MASSACHUSETTS CENTRAL ARTERY RAIL LINK CAUCUS UNVEILS PLAN FOR TWO TRACK RAIL LINK TO CONNECT NORTH AND SOUTH STATIONS AND UNITE COMMONWEALTH'S MASS TRANSPORTATION SYSTEM.

CAUCUS CHAIR BUSINGER WRITES TO GOVERNOR WELD AGAIN TO URGE IMMEDIATE ATTENTION TO IMPORTANT TRANSPORTATION INITIATIVE.

Boston, Mass., December 1, 1992 ---The Massachusetts Central Artery Rail Link Caucus (MCARLC) today unveiled a detailed plan to build a two track rail link between North and South Stations in Boston as part of the Depressed Central Artery Project.

In a major announcement at a briefing at the State House, Caucus Chair Representative John A. Businger (D-Brookline) announced that the Caucus is working with environmental groups, community organizations, business leaders, rail labor unions, and regional organizations to insure that a balanced transportation system will be developed in Massachusetts by eliminating the one mile gap that now exists between Boston's North and South Stations. Several leaders from these organizations along with members of the legislative caucus attended the briefing.

continued on page 2.

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"The benefits to the state's economy, environment and to all of its citizens of bridging this rail link gap are enormous," said Businger. "Our bipartisan legislative caucus is proposing a plan to insure the rail link is put in the Artery Alignment. If we don't build the rail link now, we will be missing the opportunity of a lifetime to make Massachusetts' transportation system a model for the nation."

Representative Businger also announced that he had again sent a letter to Governor William F.Weld, urging Weld to direct his attention to the need to construct the two track rail link between North and South Stations as part of the Depressed Central Artery Project.

Noting that he had written to Governor Weld on October 20, 1992 and had presented a comprehensive argument for the construction of the rail link, Businger expressed concern that the response from the Governor's office had been very disappointing. "This lack of attention to a very pressing transportation need in the Commonwealth is of great concern to our Caucus", Businger noted.

"Our Caucus will be glad to meet with you at your earliest convenience to present our plan to you personally", Businger's letter concluded.

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JOAN E. POLLARD
STAFF DIRECTOR

January 13, 1992

His Excellency William F. Weld
State House
Boston, MA 02133

Dear Governor Weld:

This document is a presentation of the Massachusetts Central Artery Rail Link Legislative Caucus. It describes why a Central Artery Rail Link (CARL) should be built now as part the depressed Central Artery Project and how this can be done.

The Central Artery Rail Link was first suggested in the 1972 Boston Transportation Planning Review (BTPR) which conceived the Central Artery/Tunnel Project (CA/T Project). The rail link was the principal transportation benefit of the original intermodal depressed Central Artery Plan. By interconnecting all of Boston's transit systems with the existing commuter and intercity rail networks north and south of Boston, CARL would make public transit access into the City much more attractive and convenient.

Building CARL now as part of CA/T Project will make the Project a vastly better national, regional and local transportation investment.

This link will transform the CA/T Project into a demonstration of new national intermodal transportation systems. Putting the North/South Station Rail Link back into the design will make the Project consistent with the new Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA).

Building CARL can be done at no greater Project cost and with no further delay in the Project's construction schedule than that caused by the redesign of "Scheme Z".

Building CARL under ISTEA offers opportunities to reduce project costs to offset the cost of the rail link. The rail link offers a major solution to significant environmental criticisms still troubling the Project's design approvals. It provides a way to incorporate into the Project public transportation improvements to which the Commonwealth is committed to offset Project-induced air-pollution. In addition, by giving the central portion of the Project "interstate" rail status, this section could qualify to receive federal help instead of being built with only state funds.

The Commonwealth is redesigning the River Crossing to replace the infamous "Scheme Z" interchange. The River Crossing redesign requires major revisions to be made to both the design and the scheduling of the depressed Central Artery. This provides and opportunity to build the rail link **now** as part of the depressed Artery construction without further delaying the Project's construction.

The Central Artery Rail Link will bring a major boost to the Massachusetts and New England economies by improving rail access between Massachusetts, New England and the rest of the country. It will help make the Commonwealth more competitive with Europe and the Far East in vying for traders in global technology markets. It will restore confidence, commitment, and compelling purpose to building the depressed Central Artery after "Scheme Z". Finally it presents the Weld Administration with an opportunity to demonstrate how a small modification to this important transportation investment can be of enormous economic, environmental and human benefit to the citizens of the Commonwealth and New England.

If Massachusetts is proud of having its capital city, Boston called "The HUB", how can it continue to allow Boston to be the location of the missing rail link between Washington D.C. and Portland, Maine? If Boston is to be the capital of the Atlantic Rim, how can it be the break in the Atlantic Rail System?

On behalf of the 115 members of the Massachusetts Legislative Central Artery Rail Link Caucus, We urge you to seize this opportunity and build the Central Artery Rail Link **now**.

Sincerely,

Representative John A. Businger
Chair

Representative Hasty Evans
Vice-Chair

The Massachusetts Legislative Central Artery Rail Link Caucus

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PRESS RELEASE

FOR IMMEDIATE RELEASE
STATE HOUSE

JANUARY 15, 1993
CONTACT: REP. JOHN A. BUSINGER
OR STEVE FAIR (617) 722-2915

MASSACHUSETTS LEGISLATIVE CENTRAL ARTERY RAIL LINK CAUCUS APPLAUDS WELD ENDORSEMENT OF RAIL LINK AND URGES IMMEDIATE ACTION TO LINK COMMONWEALTH RAIL SYSTEMS.

BOSTON, JANUARY 15, 1993---

The Massachusetts Legislative Central Artery Rail Link Caucus, a bi-partisan coalition of 115 legislators today applauded Governor William F. Weld's endorsement of a two track rail link between North and South Stations as part of the depressed Central Artery project.

Governor Weld announced his support of the rail link as part of the Central Artery project at a press conference at South Station on Thursday, January 14, 1993.

"We support the Governor's decision and urge him to move immediately to include the rail link in the artery corridor and to take immediate action to ensure that this important transportation project becomes a reality now", said Representative John A. Businger (D-Brookline), Chair of the Caucus and Representative Hasty Evans (R-Wayland), the Caucus Vice-Chair.

Businger and Evans pointed out that "the inclusion of the rail link in the Central Artery corridor brings many benefits to the Commonwealth. Additional federal funding will result because the project becomes inter-modal with the inclusion of the rail link. Cleaner air, more jobs, less noise and reduced traffic congestion are just some of the major environmental benefits. Also, The Commonwealth gains additional affordable public transportation for low and middle income families".

Representative Businger and Evans stated that they plan to hold regional hearings throughout the Commonwealth to continue building support for the rail link plan. The dates and times of the hearings will be announced shortly.

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